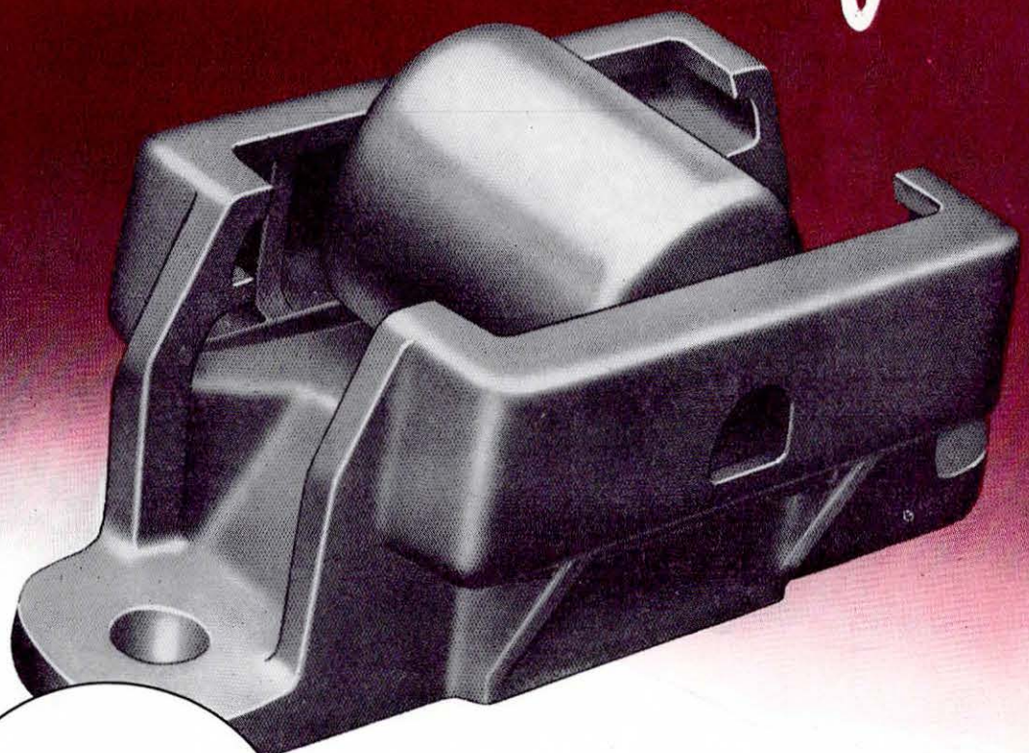
FOUNDED IN 1856

RAILWAY AGE

THE STANDARD RAILROAD WEEKLY FOR ALMOST A CENTURY

FEBRUARY 23, 1953

Unlimited travel.. Self-centering..



with the WINE

Single and Double Roller

SIDE BEARINGS

Sturdy.. with Ample Capacity

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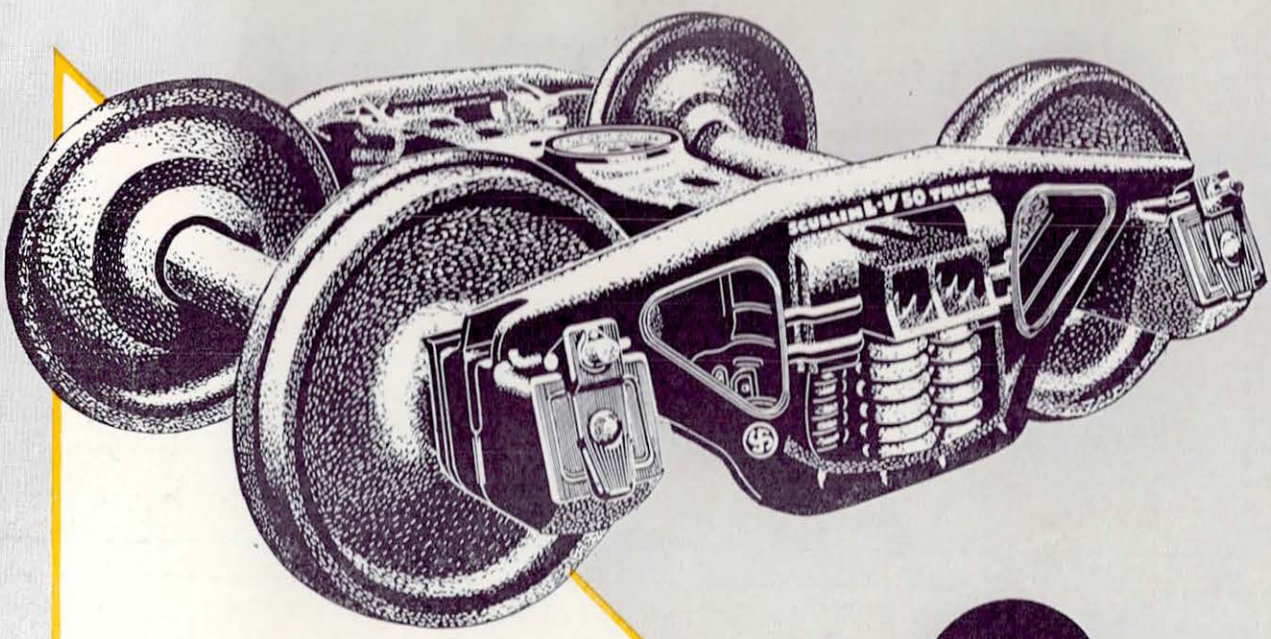

SCULLIN L 50 V TRUCKS

LATERAL VERTICAL
CUSHIONED MOTION

THE SMOOTHEST TRAFFIC-BUILDERS
BETWEEN LCL AND YOUR RAILS

Photo Courtesy
Southern Railway System

STEEL CASTINGS MANUFACTURER

SCULLIN STEEL CO.

SAINT LOUIS 10, MISSOURI

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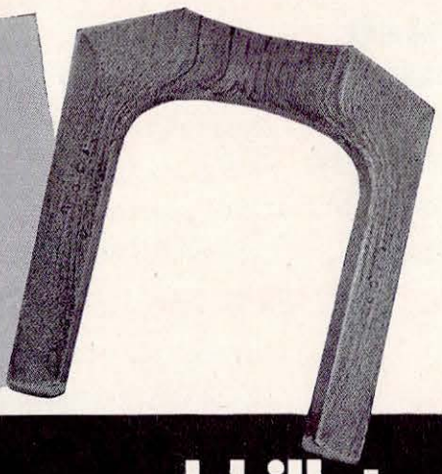
Successful Forging



begins with a good, sound billet

At Bethlehem we take unusual care in producing alloy steels for forging purposes.

Chemical composition and grain size are closely controlled so that the forgings will respond to heat-treatment uniformly with minimum distortion. Billets are cooled slowly in bung-type furnaces, with separate cooling cycles being used for each composition, to avoid cooling cracks. Rolled billets are subjected to macro-etch tests to insure internal soundness. Nothing is overlooked that might improve the overall quality.

Bethlehem Alloy Steels will go a long way toward helping you turn out a higher percentage of acceptable forgings. We manufacture all of the AISI grades, as well as carbon and special steels.

BETHLEHEM STEEL COMPANY, BETHLEHEM, PA.

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BETHLEHEM STEEL

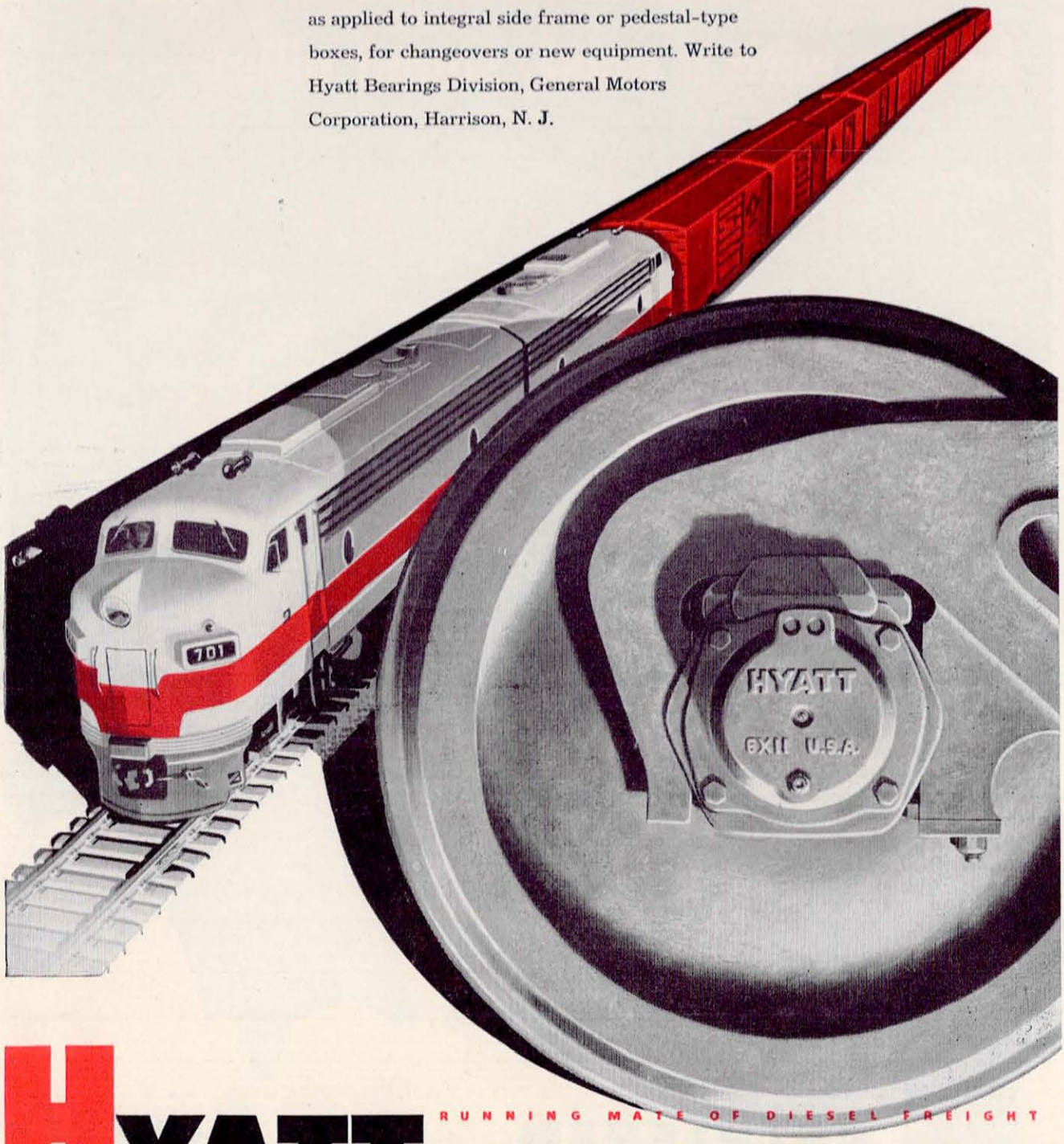
BETHLEHEM ALLOY STEELS

HIGHER FREIGHT SPEEDS... GREATER FREIGHT LOADS...

Modern diesels set a fast, tough pace for the journal boxes of heavily loaded freight cars. But Hyatt Roller Bearing Journal Boxes will give a lifetime of trouble-free service with no attention other than the periodic addition of lubricant. If you are interested in eliminating the "hot box" problem and getting all the operating

CALL FOR HYATT BEARINGS

advantages that roller bearing journal boxes can offer, let us show you the economies of "Hyatts for Freight" as applied to integral side frame or pedestal-type boxes, for changeovers or new equipment. Write to Hyatt Bearings Division, General Motors Corporation, Harrison, N. J.



HYATT Roller Bearing Journal Boxes

RUNNING MATE OF DIESEL FREIGHT

Vol. 134, No. 8 February 23, 1953

RAILWAY AGE

With which are incorporated the Railway Review, the Railroad Gazette, and the Railway-Age Gazette. Name Registered in U. S. Patent Office and Trade Mark Office in Canada.

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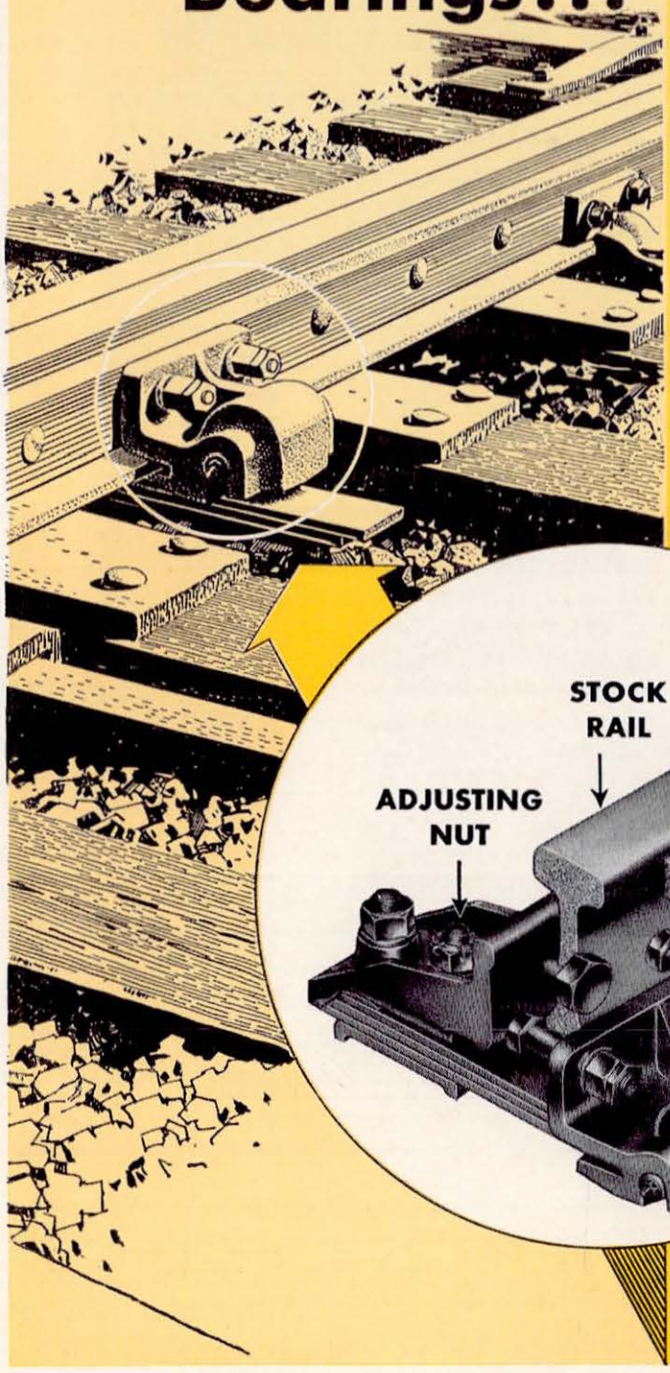

Here's What the Records Show!*

**Factual data supplied upon request.*

1. Force required to move switch points materially lessened.
2. Power consumption and operating time for power-operated switches reduced.
3. Less wear of connections and operating mechanism.
4. Spring switch and mechanical facing point lock performance improved.
5. Reduced maintenance costs . . . less cleaning and oiling required.

"Union" Style R Roller Bearings are easy to install and adjust . . . do not interfere with tie tamping. Occasional lubrication is about all the attention they require. Ask any "Union" district office for complete information.

UNION SWITCH & SIGNAL

DIVISION OF WESTINGHOUSE AIR BRAKE COMPANY

SWISSVALE PENNSYLVANIA

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WEEK AT A GLANCE

CURRENT RAILWAY STATISTICS

Operating revenues, twelve months	
1952	$10,581,418,145
1951	10,391,883,739
Operating expenses, twelve months	
1952	$ 8,053,003,585
1951	8,043,948,634
Taxes, twelve months	
1952	$ 1,261,741,356
1951	1,203,399,838
Net railway operating income, twelve months	
1952	$ 1,078,454,945
1951	941,124,293
Net income, estimated, twelve months	
1952	$ 826,874,000
1951	690,568,000
Average price railroad stocks	
February 17, 1953	66.97
February 19, 1952	55.22
Car loadings, revenue freight	
Six weeks, 1953	4,042,797
Six weeks, 1952	4,295,638
Average daily freight car surplus	
February 14, 1953	68,765
February 16, 1952	8,629
Average daily freight car shortage	
February 14, 1953	1,206
February 16, 1952	4,023
Freight cars delivered	
January 1953	7,981
January 1952	8,642
Freight cars on order	
February 1, 1953	77,414
February 1, 1952	120,251
Freight cars held for repairs	
January 1, 1953	93,027
January 1, 1952	95,425
Average number of railroad employees	
Mid-December 1952	1,223,163
Mid-December 1951	1,243,095

In This Issue . . .

A FLOOD OF NEW DIESELS will be going into railroad service in all parts of the country within the next several months, as a result of orders placed or announced within the past few days, and reported in the Equipment & Supplies department. Biggest buyer was the North Western, with 101 units, followed by the Santa Fe, 97; the C&O, 67; the Great Northern, 37; the DM&IR, 15; and at least half a dozen other roads which bought from one to six units each. Orders listed in this one issue come to 337 units—almost four times the total number previously reported this year. The Southern Pacific authorized purchase of 150 more units totaling 225,000 horsepower.

TRANSMITTERS AND loudspeakers are being used by the St. Louis-San Francisco to expedite car inspection at Springfield, Mo. As described on page 47, it's another interesting example of the time- and money-saving uses railroads are constantly finding for electronic communication equipment.

SUCCESSFUL ACHIEVEMENT of the railroads' program to build up their freight-car fleet necessarily depends on many factors—the levels of rates and of loadings, and the supply of materials, to name only a few. But one of the most important factors, if the "vicious circle" in which the program is presently caught is to be broken, is the placing of orders by the railroads themselves. Without such orders, says this issue's editorial comment (pages 45 and 46), "whatever else may be done will be futile."

HOW EACH CLASS I RAILROAD fared in 1952, compared with 1951, in terms of gross revenues, operating expenses, operating ratio, and net railway operating income, is set out in detail in the regular monthly summary of "Revenues and Expenses." These tables, in this issue, are on page 36-39.

NEXT WEEK'S *Railway Age* is going to seem awfully thin, but it will be so by deliberate design, as the first issue to be printed under a new publishing policy, tried and proved successful by other weekly business magazines. Details of this new policy are explained on page 46.

In Washington . . .

GRAPHIC EVIDENCE of the way railroad costs have gone up is included in one of this issue's leading news articles, reproduced from the most

WEEK AT A GLANCE

recent issue of an I. C. C. Bureau's "Monthly Comment." Briefly, it shows that, while revenues nearly doubled, dollarwise, between 1941 and 1952, railway operating income increased less than 10 per cent. That's in dollars, too — with no allowance for the decade's decrease in the purchasing power of those dollars.

EVIDENCE OF THE LONG-TERM INCREASE in safety of railroad travel—and railroad work—continues to pile up in impressive fashion! For one thing, the fiscal '52 report of the I.C.C.'s Bureau of Locomotive Inspection, reviewed on pages 55-56, reveals a "steady decline in accidents and casualties since 1947"; for another, the latest "Monthly Comment" of another commission bureau shows that 1952 was not only the safest year on record for railroad passengers, but for railroad employees as well! On the subject of safety, incidentally, the statement on this page in last week's issue—that 1952 was also the air lines' "safest year"—was not quite correct. It was not the calendar year that the fly boys were bragging about—but an arbitrarily selected period of 365 lucky days, beginning, strangely enough, on February 13, 1952, and ending tragically in the Gulf of Mexico just a few days ago.

. . . And Elsewhere

A SPECIAL TAX ON MOTOR TRANSPORT will be levied to make up the $80,000,000 deficit incurred by the state owned Greek railroads during the fiscal year 1951-52. The nature of the tax—according to a report, published in Foreign Commerce Weekly, from the American Embassy in Athens—has not yet been determined. "A recent study by the Mutual Security Agency," the report added, "indicates that if other Greek government agencies were to carry on their own budgets their share of the railroads' cost by paying normal fares, the railroads' operating deficit could be reduced to a negligible amount. Thus, the railroads' deficit is in large part a bookkeeping operation."

"WHY NOT take our dining cars out of service and, in their place, have the conductor walk through the train and hand out a brand new paper dollar to every passenger who would normally use our dining cars? We would save money. We could give the dollar away and still be 21 cents better off than we are today." Admittedly day-dreaming, President John P. Kiley of the Milwaukee employed this bit of fantasy to depict for the daily press how sky-high labor costs have hit dining car operations. Terming the savings from precooked frozen foods, "tray" meals, limited menus, etc., as "unimportant," Mr. Kiley explained: "Our food costs are reasonable. It's our labor costs that are impossible."

CECIL M. SELF (above), for the past four years executive vice-president of the Norfolk Southern, has been elected president of that company, to succeed Joseph T. Kingsley. These and other changes among the railroad's directors and officers, including election of General Superintendent L. P. Kennedy as vice-president, are noted on page 58, in an article which reviews in detail the railroad careers of the new and former NS presidents.

TELEVISION AND RADIO appear to be giving a lot of attention these days to subjects in or closely related to the railroad field. The January 13 subject for DuPont's radio program, "Cavalcade of America," was the invention of the air brake by George Westinghouse. T. R. Hudd, president of National Carloading Corporation, was one of the business executives slated to discuss his company's work over the Dumont television network's "Meet the Boss" program; and Kidder, Peabody & Co. has been sponsoring a series of radio broadcasts over station WOR, on the general subject of "Your Money at Work," which have given heavy emphasis to railroads, both as providers of transportation and as avenues for investment.

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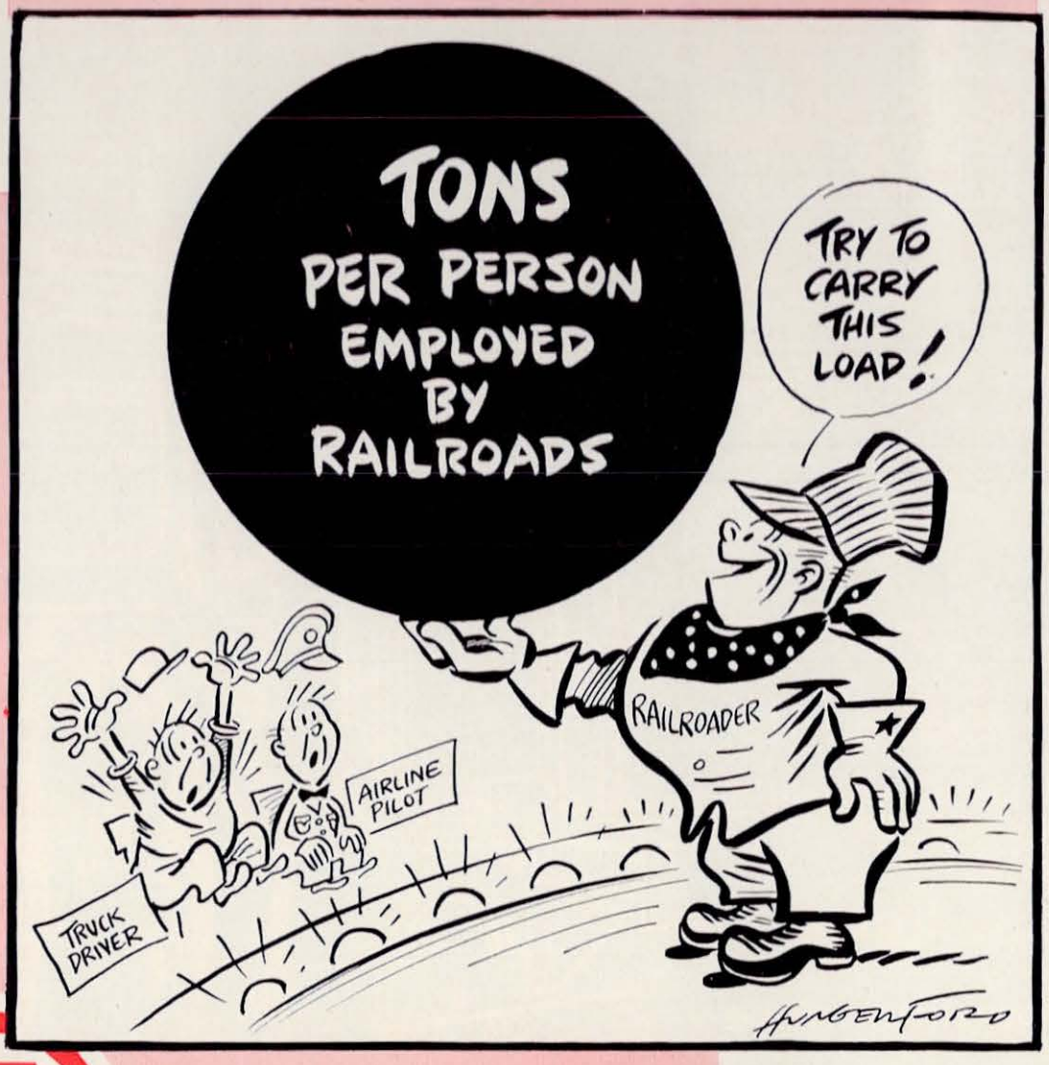

Watch for other railroad cartoons by Mr. Hungerford

We will be glad to send you enlarged copies of this Hungerford cartoon (without advertising copy) for posting on your office and shop bulletin boards, or a cut for your company magazine, at cost.

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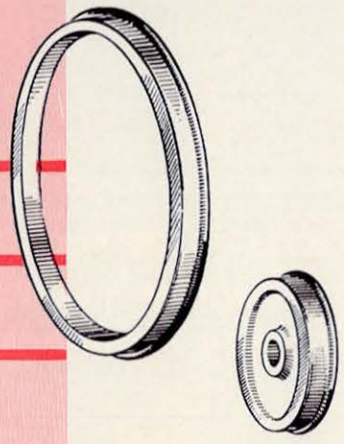
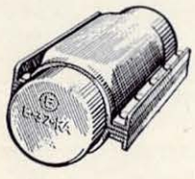
EDGEWATER STEEL COMPANY

PITTSBURGH, PENNA.



SERVING AMERICA'S RAILROADS WITH ROLLED STEEL TIRES, WHEELS and DRAFT GEARS



How to tie up a railroad... *fast*

Nobody could say how the fire started, but then, nobody had been in the power room or relay room for several hours. By the time the smell of fire seeped up to the towerman, the damage was done. Traffic was paralyzed all along the division.

Like an unexpected blow to a nerve center, fire in a signal control tower can tie up traffic in the twinkling of an eye. With this in mind, railroads are now installing fast, sure-acting C-O-TWO Railroad Fire Protection Systems to guard against the possibility of fire from short circuits or other electrical faults in the power room, relay room, control machine, cable trenches and vertical wireways of signal control towers.

At locations where a deep-seated, smoldering fire as well as a fast burning fire might occur, the smoke detector of a C-O-TWO Smoke Fire Detecting System automatically detects the first trace of smoke, smoldering or fire. Where flammable liquids might cause a flash fire, the heat detectors of a C-O-TWO Heat Fire Detecting System automatically sound a warning at the first flash of fire.

Then clean, dry, non-conducting, non-damaging carbon dioxide is quickly released from a C-O-TWO High Pressure Carbon Dioxide Type Fire Extinguishing System into the threatened area. The fire is out in seconds with a minimum of interruption to operations and the carbon dioxide disappears without a trace . . . harmless to equipment, wiring and finishes.

WHEN TRAFFIC STOPS . . . INCOME STOPS!

Don't take chances with your traffic control systems. Secure the benefits of highly efficient railroad fire protection engineering today . . . our extensive experience over the years is at your disposal without obligation. Get the facts now!

C-O-TWO

MANUFACTURERS OF APPROVED FIRE PROTECTION EQUIPMENT

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Dry Chemical Type Fire Extinguishers
Built-In High Pressure and Low Pressure Carbon Dioxide Type Fire Extinguishing Systems
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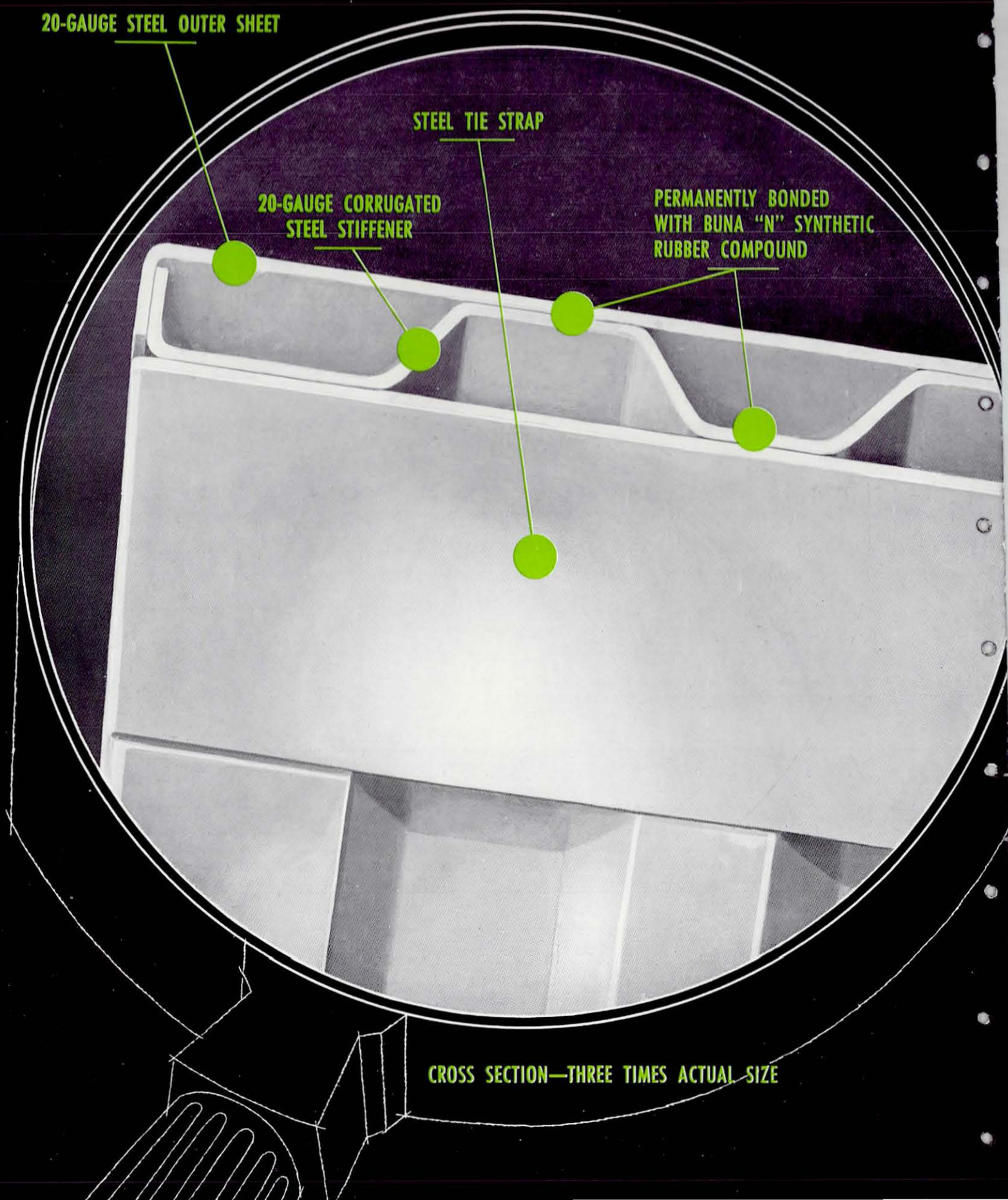
AFFILIATED WITH PYRENE MANUFACTURING COMPANY

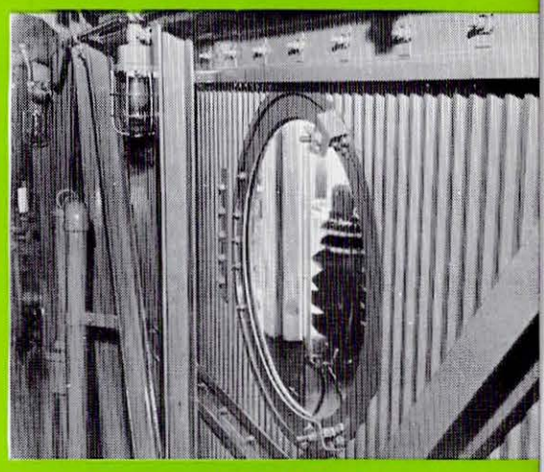
NEW ALL-METAL PANELS FOR G


20-GAUGE STEEL OUTER SHEET
STEEL TIE STRAP
20-GAUGE CORRUGATED STEEL STIFFENER
PERMANENTLY BONDED WITH BUNA "N" SYNTHETIC RUBBER COMPOUND

CROSS SECTION—THREE TIMES ACTUAL SIZE

NERAL MOTORS LOCOMOTIVES

STRONGER, LIGHTWEIGHT PANELS AT FAR LOWER COST—NOW IN PRODUCTION FOR ALL PASSENGER AND FREIGHT LOCOMOTIVES AND AVAILABLE FOR REPLACEMENT SHIPMENT



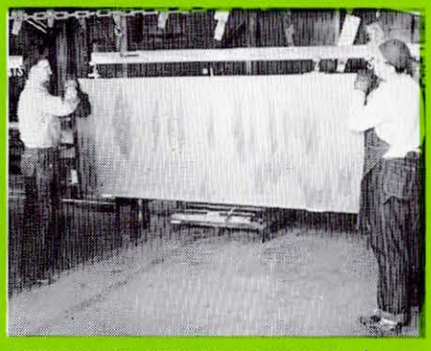
Center swing sash application of new all-metal corrugated panel in F7 locomotive unit.

● **SUPERIOR STRENGTH AND DURABILITY** *at far lower cost per unit* are what you get with the new all-metal side panels now under production at Electro-Motive for all passenger and freight units. Far superior to former metal-bonded-to-wood construction, these new panels have been under actual in-use tests for months. And now they're ready for application to all freight and passenger units, new or old.

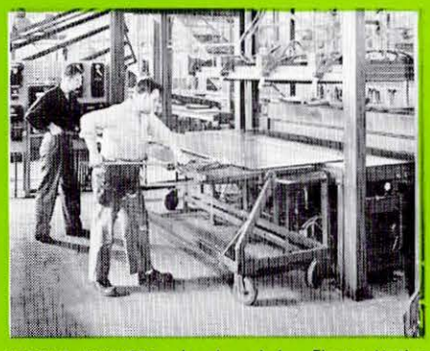
SECRET OF SUCCESS in making these new panels is the use of a special Buna "N" synthetic, rubber-base, heat-setting adhesive that bonds the panels into an integral unit that's strong, light in weight, easily handled. They're capable of resisting temperatures ranging from –60° to 450°. Rust and corrosion cannot attack interior surfaces. There are no soldered seams to fail in these panels—no way for water to penetrate and cause rotting. Laboratory tests indicate a service life of 25 years under normal operations.

LATEST DEVELOPMENT OF GM ENGINEERING, these new panels are turned out at Electro-Motive on a modern conveyorized assembly line—a complete, ready-to-install panel every four minutes.

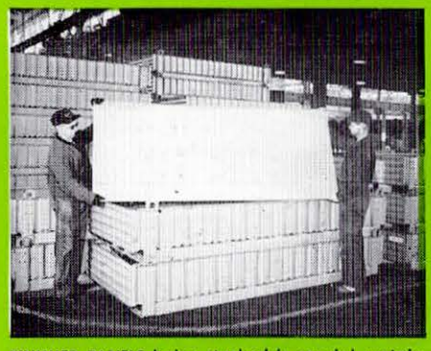
HERE—and wherever engineered improvements can add to the service and reduce the cost of a General Motors Diesel locomotive—you'll find the combination of the *right* specially designed equipment and skilled workers that mean highest quality. For Electro-Motive combines the world's largest Diesel experience with the industry's most modern and most complete facilities to produce top-quality locomotives and parts at the lowest possible cost.



CONVEYORIZED ASSEMBLY LINE METHOD of manufacture cuts costs. Assembled panel is being loaded on conveyor for bonderizing and prime painting.



SPECIAL FIXTURES, developed by Electro-Motive engineers, bond the panels into an integral unit under a combination of heat and pressure, with automatic control of time-cycle.



FINISHED PANELS being stacked in special containers for shipment to production lines and to Electro-Motive Parts Warehouses where they will be ready for quick delivery to railroads.

ELECTRO-MOTIVE DIVISION
GENERAL MOTORS
La Grange, Illinois • Home of the Diesel Locomotive
In Canada: GENERAL MOTORS DIESEL, LTD., London, Ontario

GENERAL MOTORS LOCOMOTIVES

How to get the SMOOTHEST POSSIBLE RIDE from an A.A.R. coil spring group!

the simple, compact ASF Simplex Snubber...

...for smoother riding at lowest possible cost!

The answer for any railroad—looking for the lowest-cost way to renovate old freight cars—is the ASF Simplex Snubber!

Here's a simple, interlocking, easy-to-install unit that prevents the build-up of harmonic oscillation and vibration. Just five simple parts work together: under load, the *rubber spring* compresses, forcing *two side wedges* against *two follower wedges*. Result? Controlled spring action—to give you the smoothest possible ride from A.A.R. coil-snubber groupings.

Naturally the ride you get from these modified spring groups doesn't equal the riding qualities of the modern ASF Ride-Control Truck or the ASF Ride-Control Package. But, in cases where the age and condition of cars warrant only the *smallest* investment, the Simplex Snubber will pay big dividends in low-cost operation, less lading damage, longer car life, reduced car maintenance costs.

Facts on smoother riding—at lowest possible costs...

Write today for free bulletin on ASF Simplex Unit Type Snubbers! It gives complete details on construction, operation, and the snubber-coil arrangements that will give you the highest return on your snubber investment.

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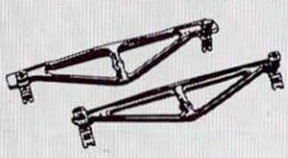
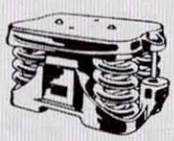


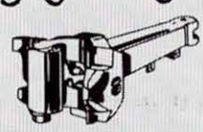
Cast Steel Brake Beams

Ride-Control Trucks



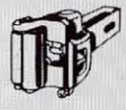
Ride-Control Packages

Simplex Snubbers

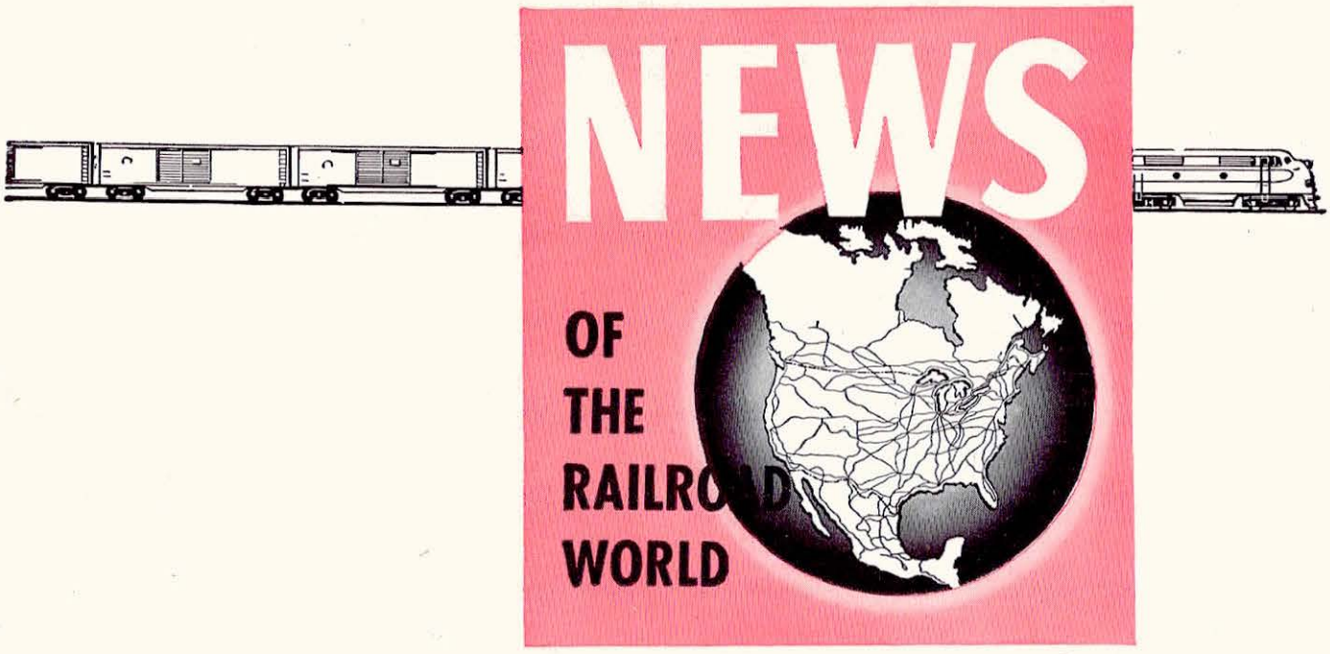


Type E Couplers

Type F Couplers



Tightlock Couplers



Senator Tobey Isn't Convinced

Said he: "On almost every issue that has arisen in the field of transportation, the railroads have taken a highly partisan position"

"In spite of a declining percentage of the nation's total freight and passenger traffic, the railroads still carry more of both than any other form of public transit. They suffer, however, from many ills of age—such as complex financial structures, ultra-conservative management, and operational rigidity.

"Almost all matters affecting domestic land and water transportation have become railroad matters simply because the railroads have made them so. On almost every issue that has arisen in the field of transportation, railroads have taken a highly partisan position, judging the matter on the basis of its expected impact on the railroads with little thought given to the broader consideration of the national interest. While this criticism can be made of the other agencies of transportation, it nevertheless applies with special force to the railroads. As the oldest organized transportation system in the country, they have presumed to make themselves the standard of all transportation service, and have systematically and consistently resisted expansion of all other forms of transportation.

"This outlook on life has placed railroad spokesmen in a peculiar position. At one and the same time they find themselves advocating less regulation for themselves and more for competing forms of transportation. And they can justify this inconsistent approach only by saying in effect, 'What's good for the railroads is automatically good for the country.' I'm afraid railroad people would be somewhat naive to really expect us all to swallow this monstrous rationalization.

● **Destructive Warfare.**—"This attitude, I believe, when pressed with the vigor railroads are accustomed to use, and when shared by other transportation agencies, accounts for the bitter, internecine warfare that unfortunately prevails throughout the transportation world.

"This expensive warfare—and the shippers and receivers of freight are paying the bill for it along with the ultimate bill-payers, the consuming public—is destructive warfare too, with valuable time, personnel and efforts tied up in non-productive and wasteful endeavors. This kind of thing helps no one, and sound policy-making and good legislation are difficult of accomplishment in this atmosphere.

● **Common Carriers "Public."**—"Careful regulation of public purpose corporations is an inherent responsibility of government. As representative of the general public, the regulatory agency itself must be the trustee of the public's interest, subject, of course, to the policy guidance of Congress. There also follow from these basic principles, others almost self-evident.

"(1) As the trustee of the public, the regulatory body is not free to deal generously with a public utility at the expense of the rate payer.

"(2) The regulatory body cannot lawfully guarantee that a public utility will realize net revenues, for such would be an automatic underwriting of the most incompetent management. A regulatory agency's task is simply to set the rates at a level which will provide the utility a fair opportunity to earn a reasonable return.

"There is no need for me to go into the matter of a reasonable return, or just compensation, insofar as the components of these rates are concerned, for the courts have been fairly clear in their definitions in this field. It need only be restated what the Supreme Court long ago laid down as an undeviating rule—that rates charged by a public utility must be reasonable and a rate that does not conform to such a standard is unlawful.

● **Not Like Other Industries.**—"A public utility cannot be considered in the same sense that some non-regulated industries are. They are not entitled to earn profits at the level which is possible for a non-regulated private industry whose operations are relatively speculative. The fact that a public

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Senator Charles W. Tobey (Republican of New Hampshire), newly appointed chairman of the Senate Interstate and Foreign Commerce Committee, set forth many of his views on transportation problems while speaking before the 46th annual dinner of the Traffic Club of Chicago on February 12. Here—condensed, but still in the senator's own words—are the thoughts he expressed on key legislative issues directly involving the railroad industry.

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utility industry is entitled to ask the state to call upon the public to contribute to its revenues by increasing its rates places the public utility outside the field of speculative profits. The utility's privileged rate position, together with the sheltered status it enjoys in other ways, such as exclusive franchise, endows it with certain obligations arising from that status. The regulation of public utilities, therefore, cannot be criticized or attacked on the grounds that it is an invasion of management. This claim historically has no standing in the law. Public utilities, by definition, are regulated in the public interest because they perform an indispensible function for the community.

● **Rate Regulation.**—"To my mind, the principal legislative problem facing us at this time concerns regulation of railroad freight rates. Rate regulation is the core of all utility regulation. I raise serious question about the wisdom of the railroads' proposed changes in the method of rate-making. Judging by legislation they sponsored in the last session of Congress, the railroads would deny the Interstate Commerce Commission the power of suspending tariffs filed by rate-making associations, thus forcing the commission to rule on proposed changes within 30 days. But I would ask, in view of the very complicated structure of freight tariffs and the involved financial structures of member railroads against which rates of return must be figured, whether 30 days is time enough to permit adequate hearings by the commission; to permit shippers, for instance, to voice their opinions of the proposed changes; or to allow the commission itself to weigh the arguments in a manner suitable to such important decisions.

● **"Time Lag."**—"While proponents of the rate-making changes cite the 'time lag' between the date when a railroad reports increased costs and the date when it is granted a rate increase justifying the changes, should it not also be noted that the commission's rate-making procedures already take into consideration such retroactive aspects? In other words, if railroads can demonstrate that authorized rates have not been sufficient to keep up to increases in costs, the commission's established procedures already are such that interim and final rate increase orders are set at levels to compensate for such time lags. Then too, there is nothing to prohibit shippers from challenging fast rate increases through the courts on the contention that inadequate consideration was given.

Not Impressed

"I find it difficult to be impressed by the 'time lag' argument when the record reveals that since July 1946, the I.C.C. has granted no less than 11 general rate increases to the railroads —an average of about two increases a year, with a cumulative percentage increase of about 80 per cent over rates prevailing in 1946. Through further analysis, it appears that the commission has averaged a lag of only three months from submission of a rate increase case to award of an interim or final rate increase. In fact, if criticism should be leveled for any reason, there are those who suggest that the I.C.C. has been far too generous in those rate increase cases. Certainly, the imposing succession of railroad financial reports I've been reading lately indicate that the vast majority of railroads are doing very well indeed."

I.C.C. Bureau Shows "Revenue Contributions" Of Interstate and Intrastate Traffic

The Interstate Commerce Commission's Bureau of Accounts and Cost Finding has issued a study which is designed "to indicate generally the distribution of the revenue contribution between interstate and intrastate traffic." It is Statement No. 5-52, and it carries the usual disclaimer to the effect that it was issued "as information" and "has not been considered or adopted by the commission."

The term "revenue contribution" refers to "the amount by which revenues resulting from the rate structure in effect during 1950 exceeded or failed to meet estimated out-of-pocket costs." The interstate-intrastate comparisons are shown by lengths of haul for 10 mileage blocks.

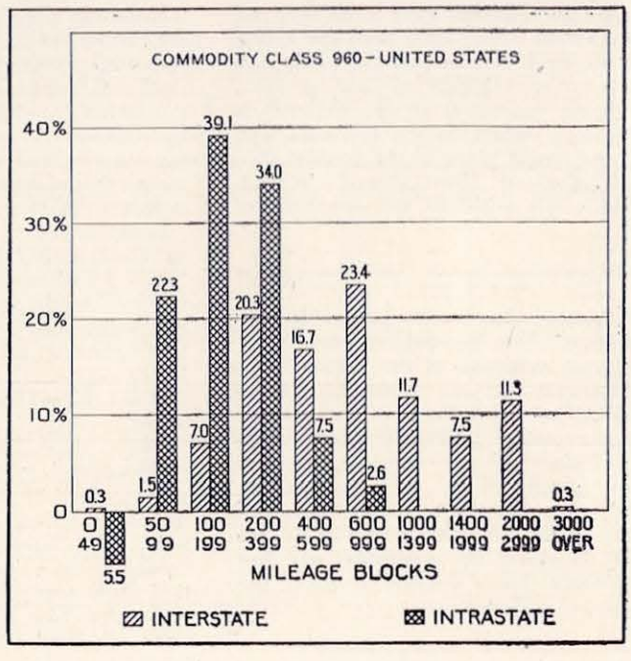
The summary showing is plotted on the accompanying chart. "Commodity Class 960—United States" is that embracing all commodities. The cost figures are derived from the bureau's cost scales, while the traffic data came from the commission's waybill studies.

As the chart shows, the only traffic which failed to meet its out-of-pocket costs was intrastate business moving distances up to 49 miles, where the deficiency was 5.5 per cent. On the other hand, intrastate traffic moving distances from 100 to 199 miles paid its out-of-pocket costs with 60.9 per cent of its revenue, leaving 39.1 per cent as a "revenue contribution."

Interstate traffic moving less than 49 miles and that moving more than 3,000 miles, in both instances, made the same "revenue contribution"—0.3 per cent of its revenues.

While the present study is the first of its kind, the introduction explains that it involves "additional separations" of data which were previously published in the bureau's Statement No. 3-52, Distribution of the Revenue Contribution by Commodity Classes, 1950 (*Railway Age*, October 27, 1952, page 12).

Distribution of "revenue contributions"



Boston & Albany Back Bay Yards Sold for $4,500,000

A $75,000,000 development patterned after New York's Rockefeller Center will be constructed on the 28-acre Boston & Albany coach yards in Boston, which have been purchased from the New York Central System for $4,500,000 by a syndicate headed by Roger L. Stevens. The yard-sale agreement was signed in Boston on February 12 by Mr. Stevens; representatives of various real estate firms; Charles H. Morton, general land and tax agent of the NYC; John P. McQuade and

John F. Burke, assistants to Mr. Morton; and Edmund J. Burke, chairman of the Boston City Board of Assessors. Mr. Stevens also headed the syndicate which in December 1951 bought the Empire State building in New York for $51,500,000.

After plans for the new development are perfected, it is expected to take the B&A about six months to remove and relocate its tracks. In the meantime, final plans will be made and negotiations completed with hotel, financial and business interests which will participate in the venture. The project will probably include a hotel, two skyscraper office buildings, at least one building of stores, a large convention hall, a theater and a large underground garage.

The property sold by the railroad covers more than 1,200,000 sq. ft., and is bounded by Exeter, Boylston, Dalton and Belvedere streets and Huntington avenue. Under terms of the purchase agreement, the road's four main-line tracks will be retained, with trains operating through tunnels. Storage tracks for passenger cars will be moved to other available yards.

TELEGRAPHERS TRAINED AT COLLEGE

To help meet the widespread need for railroad telegraphers, the Wabash, in cooperation with Moberly (Mo.) Junior College, has set up a 16-week course for which the railroaders-to-be pay only a $10 tuition fee. The railroad furnishes telegraph instruments and other equipment, while the college has retained a retired Wabash train dispatcher who has been qualified by the board of education to teach the course. The Wabash also defrays approximately one-third of the cost of the teacher.

The course is limited to male students, in view of the fact that they must handle baggage and mail after graduation. It is further limited to preclude those who might be subject to induction into the armed forces.

Upon completion of the school course—which consists of two-hour classes meeting two nights per week—the students take graduate work in different Wabash depots for a period not to exceed two months. While in this training period the students are granted a subsidy allowance of $25.00 per week. However, they are not recognized as employees of the railroad until this on-the-job training is completed.

Results of the course, according to a Wabash spokesman, have been very satisfactory.

Last Year's Net Only 8 Per Cent Above 1941's, Despite 97.9 Per Cent Rise in Gross

Last year's operating revenues of Class I line-haul railroads were 97.9 per cent above the 1941 gross, but their net railway operating income was only eight per cent greater than that of 1941.

This was shown by an analysis of the 1952 results which was included by the Bureau of Transport Economics and Statistics of the Interstate Commerce Commission in its latest "Monthly Comment." Other figures in the issue showed that the 1952 rate of return, on the basis of the commission's valuation, was 4.54 per cent, as compared with 1951's 4.16 per cent.

Last year's gross of $10,581 million was an all-time high, supplanting 1951's $10,391 million as the record. The net railway operating incomes were $1,078 million and $943 million, respectively. For 1941, the gross was $5,346 million and the net railway operating income $998 million. In that year, the railroads carried 18.7 per cent of the gross to net, compared with 10.2 per cent in 1952.

The accompanying table, reproduced from the "Comment," shows for 38 large railroads (those with 1952 gross above $50 million), the percentages of 1952 and 1951 gross which were converted into net railway operating income. The figures also show each road's percentage contribution to the revenues and net railway operating income of its territory.

As to net income, the bureau's data showed that 1952's "partly estimated" figure of $827 million was 65.4 per cent above 1941's $500 million. In 1941, however, the net income amounted to 9.4 per cent of the gross, whereas the comparable figure for 1952 was 7.8 per cent.

Road	Per cent net railway operating income of revenues		Per cent revenues of total revenues in territory		Per cent of total net railway operating income in territory	
Eastern district and Pocahontas region	1952	1951	1952	1951	1952	1951
Pennsylvania	7.28	5.70	22.49	22.56	17.06	15.58
New York Central	6.17	4.96	17.64	17.43	11.34	10.48
Baltimore & Ohio	10.02	8.16	9.68	9.75	10.10	9.64
Chesapeake & Ohio	16.02	13.43	7.78	7.95	12.98	12.94
Norfolk & Western	14.59	14.50	4.28	4.46	6.50	7.84
Erie	10.42	11.05	3.86	3.86	4.19	5.17
N.Y., N.H. & H.	6.51	4.96	3.57	3.44	2.42	2.07
N.Y., C. & St. L.	13.99	13.93	3.56	3.47	5.18	5.86
Reading	11.95	10.15	2.88	2.83	3.59	3.49
Wabash	11.75	9.06	2.53	2.40	3.10	2.63
Del., Lacka. & Western	11.65	9.47	2.04	1.94	2.47	2.22
Boston & Maine	5.64	5.46	1.96	1.91	1.15	1.26
Lehigh Valley	13.92	13.13	1.72	1.71	2.49	2.72
Delaware & Hudson	15.28	11.96	1.26	1.28	2.00	1.85
Grand Trunk Western	3.33	6.55	1.24	1.24	.43	.99
Total (15 roads)	9.44	8.11	86.49	86.23	85.00	84.74
Southern region						
Illinois Central	10.40	10.39	20.28	20.28	17.51	19.53
Southern	13.39	10.66	17.95	18.02	19.96	17.80
Louisville & Nashville	12.20	10.75	14.98	15.56	15.17	15.50
Atlantic Coast Line	7.20	6.30	11.23	10.94	6.71	6.39
Seaboard Air Line	14.35	12.85	10.61	10.26	12.64	12.22
Gulf, Mobile & Ohio	11.45	10.65	6.14	6.09	5.83	6.01
Total (6 roads)	11.55	10.30	81.19	81.15	77.82	77.45
Western district						
A. T. & S. F. and affiliated companies	11.48	12.55	13.45	13.24	15.18	17.82
Southern Pacific Co.	10.53	8.92	12.28	11.82	12.71	11.29
Union Pacific	6.30	6.78	11.58	11.73	7.17	8.52
Chic., B. & Q.	11.74	11.30	6.02	6.19	6.95	7.49
C. M., St. P. & P.	6.47	5.77	6.00	6.16	3.81	3.81
Great Northern	9.96	9.36	5.79	5.76	5.67	5.78
Missouri Pacific	11.29	10.01	5.53	5.56	6.14	5.96
Chic., R.I. & Pacific	11.84	8.69	4.76	4.61	5.54	4.29
Chicago & North Western	3.94	3.55	4.59	4.72	1.78	1.80
Northern Pacific	8.67	9.40	3.96	4.03	3.37	4.06
Texas & New Orleans	9.15	8.06	3.30	3.22	2.97	2.78
St. L.-S.F.	13.44	10.19	2.88	2.88	3.80	3.15
M-K-T Lines	12.62	9.10	1.89	1.83	2.35	1.79
Texas & Pacific	15.94	12.78	1.86	1.80	2.92	2.47
Denver & R. G. W.	14.15	15.06	1.83	1.81	2.54	2.91
St. L. S. W. Lines	18.37	12.42	1.64	1.62	2.96	2.15
Western Pacific	12.63	13.86	1.25	1.29	1.55	1.92
Total (17 roads)	10.03	9.30	88.61	88.27	87.41	87.99

Rail, Airline, Truck Ton-Mile Revenues Compared

The Interstate Commerce Commission's Bureau of Transport Economics and Statistics has issued a tabulation comparing ton-mile revenues of railroads, motor carriers and air carriers for the years 1949 through 1952. The tabulation, on the next page, was in the bureau's latest "Monthly Comment."

As to the air-carrier figures, the bureau said available data do not permit publication of a weighted average covering all groups. It added that data for the "uncertificated, non-scheduled" group are "weakest," and "should be considered as of limited significance." In its further discussion of the showing, the bureau had this to say:

"The differences in average revenue presumably reflect substantial differences in traffic chaacteristics. Thus, the high average revenues for airborne traffic imply the carriage of articles, usually high rated, where rapidity of transportation may be especially important. Again, although the average rail ton-mile revenue for all traffic

DOMESTIC AVERAGE TON-MILE REVENUES

Type of carrier	1949 (Cents)	1950 (Cents)	1951 (Cents)	1952 (Cents)
Air:				
Domestic trunk-line	19.3	19.1	21.1	e21.7
Certificated cargo: [1]				
Scheduled service	[2]17.2	15.1	15.4	[3]15.5
Nonscheduled service	N.A.	14.0	11.4	
Local and feeder	43.2	29.6	33.5	[3]35.1
Uncertificated nonscheduled	20.5	21.2	[3]21.7	N.A.
Class I motor:				
Common	5.24	5.01	p5.17	N.A.
Contract	4.30	4.56	p4.73	N.A.
Weight average	5.16	4.98	p5.16	N.A.
Rail	1.34	1.33	1.34	[3]1.41

N.A.—Not available e—partly estimated. p—preliminary.

[1] Elimination from the certificated cargo air carriers of a specialized carrier would change the average revenues per ton-mile for that group to (cents): 1950, scheduled 14.9 and nonscheduled, 14.0; and 1951, 15.3 and 11.4, respectively.

[2] Last quarter only.

[3] Nine months.

in 1951 was a small fraction of the air figure and about a quarter of that for motor carriers, the rail carload revenue per short-line ton-mile is estimated for products of agriculture at 1.9 cents; animals and products, 2.46 cents; products of mines, 1.08 cents; manufactures and miscellaneous, 2.23 cents; and forwarder traffic, 3.01 cents."

I.C.C. Urges Immediate Angle Cock Inspection

The Interstate Commerce Commission has recommended that all passenger-train cars equipped with tightlock or similar type couplers operated over any railroad subject to the Interstate Commerce Act be inspected immediately, and that such cars on which any angle cock is so located that the handle can come into contact with any other portion of the car be withheld from service until such condition is corrected.

This recommendation was made by the commission's Division 3 in its report on the January 15 accident at Union Station, Washington, D. C. The investigation was docketed as Ex Parte 184, and the report was by Commissioner Patterson.

Commissioner Knudson noted that he approved "only the statements of fact and the findings" in the report. The other member of the division is Commissioner Johnson.

On the morning of January 15, the Boston-to-Washington "Federal" smashed into the station concourse in Washington, injuring 87 persons. The concourse floor gave away. The rear of the locomotive dropped into the lower-level baggage room, and three head-end coaches piled into the concourse area.

Division 3's investigation led it to this conclusion: "The angle cocks on New York, New Haven & Hartford coach 8665 and other cars of similar construction are so located that the handles of the angle cocks are permitted to come in contact with the bottom cross member of the buffer pocket portion of the underframe end construction."

New Haven coach 8665 was the third car in the 16-car "Federal" the day the accident occurred. Division 3 said the angle cock at the rear of this car became closed—"obviously as a result of contact between the handle and the bottom cross member"—making brakes on the rear 13 cars of the train inoperative from the locomotive.

"Because the air brakes on the rear 13 cars could not be applied from the locomotive after the angle cock became closed, the engineer was not able to stop the train short of the end of station track No. 16," the report stated.

At public hearings held shortly after the accident, Commissioner Patterson pursued the theory that vibration might in some way have brought the angle cock at the rear of the third car into contact with the end casting. An I.C.C. safety inspector, H. R. Longhurst, offered testimony to this effect (*Railway Age*, February 2, page 18). This view is reflected in the present report.

After the accident occurred the angle cock and air hose at the rear end of the third car was removed before the car was examined thoroughly, the report said. An examination of the second car was made, this car being of the same construction as the third. The rear of the second car was not damaged.

"It was found," Division 3 said, "that the angle cocks were located directly under the bottom cross members of the buffer pocket portions of the underframe end construction. The angle cock supporting brackets are rigidly attached to and follow the longitudinal, vertical and lateral movements of the coupler bodies.

Clearances Measured

"With the car uncoupled and the coupler at the undamaged end in normal coupling position the clearance between the top of the angle cock handle and the bottom cross member of the buffer pocket was 2 inches, and that between the top of the coupler head and the bottom of the top cross member was 3⅝ inches.

"Because of this difference in clearance the angle cock handle was permitted to come in contact with the bottom cross member on upward movement of the coupler before the coupler head would come in contact with the top cross member.

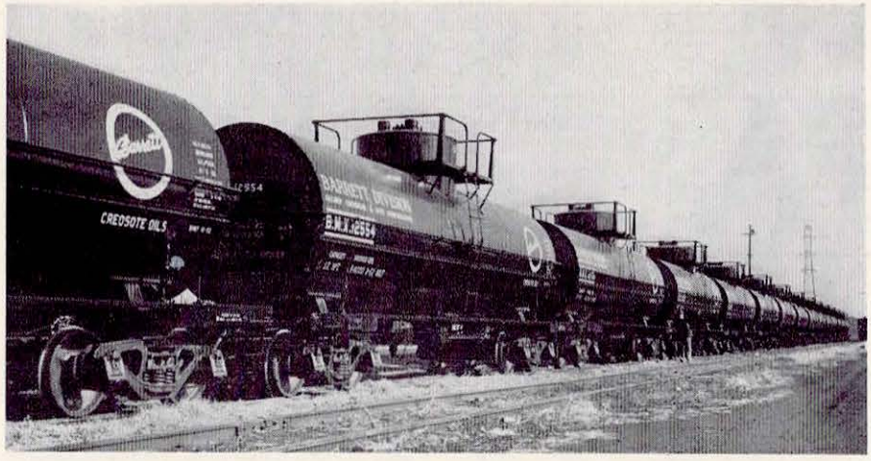
"The angle cock was located directly under the bottom cross member instead of 4⅛ inches back of the inside face of that member as specified by the New Haven . . . There were no indications that the angle cock had been moved as a result of the accident."

Division 3 reported that abrasion marks were found on the top of the angle cock handle on this second car. Other abrasion marks were found on the bottom side of the bottom cross member. Subsequent examination of the rear end of the third car disclosed similar marks in approximately the same location, the report said.

"There were also abrasion marks showing that the coupler heads of the second and third cars had been coming in contact with the top cross members of the buffer pockets," the report continued.

The fourth car of the "Federal" was a combination baggage-coach car, equipped with "conventional type couplers." Elsewhere, the report identified these couplers as "Pitt couplers." The third car, No. 8665, was equipped with tightlock couplers.

The contrast in design of these coup-



THESE TANK CARS, part of 100 12,500-gal. units recently placed in service by the Barrett division of Allied Chemical & Dye Corp., were built at the Milton, Pa., plant of the American Car & Foundry Co. Designed for transportation of pitch and similar commodities, each of the all-welded cars is equipped with 20 lines of heating coils and 2-in. insulation.

lers and the truck-spring assemblies "undoubtedly resulted in a considerable increase" in the frequency and intensity of vibrations of the angle cock at the rear of car 8665, Division 3 said.

"Abrasion marks on the handle of the angle cock and the bottom cross member at the rear of car 8665 show that the handle had repeatedly come in contact with the cross member," the report said.

"As the angle cock was so located that contact could be made while the coupler body and the angle cock were moving vertically, and either longitudinally or laterally, it is apparent that as a result of these contacts the handle was unlatched and moved toward closed position a sufficient distance to close the angle cock."

Examination of equipment after the accident disclosed the engineer had successfully obtained an emergency application of the brakes of the locomotive and the first three cars of the train. No effective application was obtained on the other cars, the report said.

Shortly after the accident occurred, Division 3 reported, an employee attempted to separate the air hose between the third and fourth cars. He found a "considerable amount of air pressure" in the hose and he opened the emergency valve at the front end of the fourth car. There was a forceful exhaust. Brakes on the fourth, fifth and sixth cars became applied. (Other cars to the rear had previously been removed by a yard engine.)

This employee then discovered the angle cock at the rear of the third car was "about 80 degrees from fully open position." Subsequent tests indicated that the port of the angle cock "completely closed" when the handle was moved 65 degrees from fully open position, Division 3 said.

O.D.M. Modifies Controls; Next Move Under Study

Questions about future freight car steel allocations arose last week when the Office of Defense Mobilization announced it had modified existing controls over steel, copper and aluminum.

The Controlled Materials Plan was relaxed, effective February 13. Producers of steel, copper and aluminum were authorized, after they have honored C.M.P. tickets, to serve any customer without further reference to the government.

This "open-end" situation will apply until June 30. Meanwhile, studies are being made regarding the type of materials control that will be required after that date.

The Defense Transport Administration, claimant agency for freight car and locomotive steel, was understood to be participating in these studies. It was stated at D.T.A. that allotments for freight car and locomotive production would remain under C.M.P. until June 30.

Under study was the question of whether controls would extend to the so-called defense-supporting industries after June 30, or be limited to strictly military and atomic energy requirements. The Steel Products Industry Advisory Committee advised in favor of the latter when the committee met last week with the National Production Authority.

Allotments already have been made for the second quarter. They are sufficient to provide for the construction of around 27,000 freight cars and 875 locomotive units during the April-June period.

Carleton W. Meyer Dies

Carleton W. Meyer, 49, transportation consultant and former assistant to president of the Chesapeake & Ohio and the New York Central, died on February 16 at Greenwich (Conn.) Hospital, after suffering a stroke the previous evening.

Born at Madison, Wis., August 27, 1903, Mr. Meyer attended the University of Wisconsin (A.B., 1924) and Harvard Law School (LL.B., 1927). He began the practice of law in association with C. C. McChord at Washington, D.C., in January 1928; and from September 1929 to May 1931 was an attorney for the Cambria & Indiana,

Carleton W. Meyer

J. H. Weaver & Co., and associated companies, at Philadelphia. He was named attorney for the Delaware & Hudson at New York in May 1931, and became commerce counsel of the New York Central system at New York in October 1936. From August 1940 to August 1946 he was assistant to president of the NYC system, and on the latter date became vice-president of American Buslines at Chicago. He was appointed assistant to president of the Chesapeake & Ohio, at Cleveland, in July 1947, and became director of economics and costs for that road in January 1950. Last September Mr. Meyer opened an office for the practice of law and for transportation consultation at 420 Lexington avenue, New York.

Freight Car Loadings

Loadings of revenue freight in the week ended February 14 totaled 681,750 cars, the Association of American Railroads announced on February 19. This was a decrease of 8,994 cars, or 1.3 per cent, compared with the previous week; a decrease of 56,026 cars, or 7.6 per cent, compared with the corresponding week last year; and a decrease of 58,807 cars, or 7.9 per cent, compared with the equivalent 1951 week.

Loadings of revenue freight for the week ended February 7 totaled 690,744 cars; the summary for that week, compiled by the Car Service Division, A.A.R., follows:

REVENUE FREIGHT CAR LOADINGS
For the week ended Saturday, February 7

District	1953	1952	1951
Eastern	125,475	128,610	101,789
Allegheny	146,392	148,946	118,172
Pocahontas	47,424	60,334	46,573
Southern	128,566	135,322	107,153
Northwestern	72,322	79,994	51,213
Central Western	112,386	119,728	98,469
Southwestern	58,179	60,985	49,840
Total Western Districts	242,887	260,707	199,522
Total All Roads	690,744	733,919	573,209
Commodities:			
Grain and grain products	42,958	49,813	41,354
Livestock	6,229	8,166	4,871
Coal	119,761	148,734	118,820
Coke	15,551	15,654	14,220
Forest products	44,947	43,532	34,884
Ore	19,510	20,196	11,979
Merchandise l.c.l.	70,303	78,024	56,038
Miscellaneous	371,485	369,800	291,043
February 7	690,744	733,919	573,209
January 31	697,616	731,218	651,165
January 24	697,641	728,015	784,166
January 17	705,479	747,660	779,750
January 10	688,232	744,710	783,015
Cumulative total 6 weeks	4,042,797	4,295,638	4,233,732

In Canada.—Carloadings for the seven-day period ended February 7 totaled 68,549 cars, according to the Dominion Bureau of Statistics.

	Revenue Cars Loaded	Total Cars Rec'd from Connections
Totals for Canada:		
February 7, 1953	68,549	32,602
February 7, 1952	77,868	38,483
Cumulative Totals		
February 7, 1953	383,531	164,868
February 7, 1952	408,694	188,919

Safety Record Covered More Than Passengers

Last year was not only the safest on record for railroad passengers, but it also recorded an all-time low in the number of persons killed in railroad accidents of all kinds. Fatalities to employees on duty were also the lowest on record.

These additional showings of the 1952 accident statistics were noted by the Interstate Commerce Commission's Bureau of Transport Economics and Statistics in the latest issue of its "Monthly Comment."

The 1952 fatalities in railway accidents of all kinds totaled 2,941, compared with 1951's 3,358, the bureau noted. It also compared the 1952 figure with the worst year on record—1907, when fatalities totaled 11,839.

Fatalities to employees on duty

(Continued on page 22)

PASSENGER PREFERENCE BUILDS REVENUES

Experience in building many thousands of passenger cars of all types makes Pullman-Standard the logical choice to fulfill railroad requirements. Railroad men know there's nothing like passenger preference to build revenues. And this is the governing rule of Pullman-Standard in building passenger cars . . . to serve the railroads better by serving passengers best.

LOOK AT THE RECORDS!

Here's where you find the real proof of design excellence and sound construction. The ten full-length Dome Cars recently delivered to the Milwaukee Road are the result of close cooperation between the railroad engineers and designers with those of Pullman-Standard. The result: traffic building cars that help realize the full potentiality of passenger car revenues.

Cars built to build traffic

SAFETY AND LUXURY MAKE EACH TRIP AN OCCASION—TURN OCCASIONS INTO HABITS

Dome cars of all types maintain Pullman-Standard's famous tradition of leadership in the building of railroad passenger cars. For nearly a century, they have been building cars on the principle that the passengers are the judges. And wherever cars built to the Pullman "standard" are used, additional traffic is resulting—because people soon make a "habit" of riding safe, comfortable cars.

Pullman-Standard solved the challenging engineering and construction problems that had to be met in building the *first* all new Dome Coach . . . the *first* Dome Sleeper . . . and the *first* Dome Diner . . . and now the *first full-length* Dome Car. In addition, the interiors of these new Dome Cars are artistically styled for pleasant and relaxed riding.

Pullman-Standard makes its experience available for every phase of new car design and construction—for passenger cars of *all types.* You can find an answer to *your* passenger car building problems by using this experience and Pullman-Standard's unmatched production facilities.

YOUR NEEDS CREATE THE PULLMAN ***"STANDARD"***

PULLMAN-STANDARD

CAR MANUFACTURING COMPANY

SUBSIDIARY OF PULLMAN INCORPORATED

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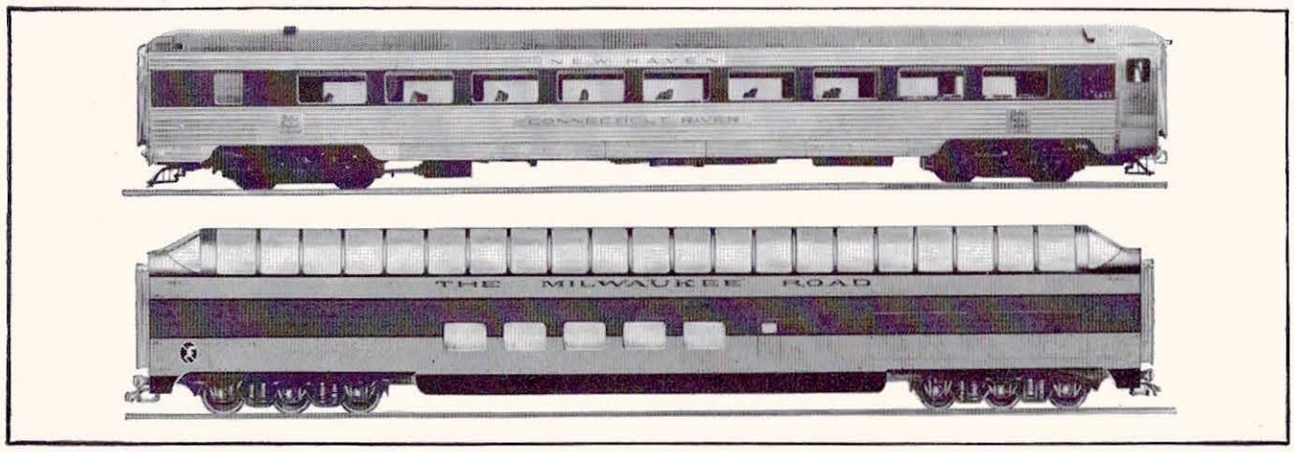


PASSENGER CARS OF ALL TYPES

For the New York, New Haven & Hartford Railroad, this modern parlor lounge car is one of many delivered to this railroad since 1945.

Ten full-length Dome Cars, the first ever built, add new heights in passenger comfort and luxury on the Milwaukee Road.

(Continued from page 19)
totaled 354, compared with 1951's 395. As to employee injuries, the 1952 total of 20,257 was the lowest since 1940 (*Railway Age*, January 12, page 11, and February 16, page 15).

Retroactive Pay Forces CPR to Alter '52 Figures

Retroactive pay increases of 12 per cent for Canadian railroad employees who are members of the Brotherhood of Railroad Trainmen will date back to April 1, 1952, it has been announced. The B.R.T. recently cancelled a strike order against Canadian railroads which had been scheduled to become effective February 2 (*Railway Age*, February 9, page 18).

The CPR revised its recently announced preliminary financial figures for 1952 on the basis of last April 1 as the retroactive date. The same date applies to retroactive pay for firemen and enginemen. September 1, 1952, is the retroactive date for dining car employees' pay. Settlements with these groups were reached before the B.R.T.'s strike threat.

December Employment

Railroad employment decreased 1.25 per cent—from 1,238,688 to 1,223,163—from mid-November to mid-December, and the mid-December total was 1.93 per cent below that of December 1951.

This was shown by the preliminary summary issued by the Bureau of Transport Economics and Statistics of the Interstate Commerce Commission. The index of employment based on the 1935-1939 average as 100, was 121.8 in December, compared with November's 120.3 and 124.2 in December 1951.

December employment was below that of the previous month in all groups except those embracing executives, officials and staff assistants, and transportation employees, other than those in train, engine and yard service, which were up 0.32 per cent and 1.57 per cent, respectively. The decreases in the other five groups ranged from 5.88 per cent in the maintenance of way and structures group to 0.12 per cent in the maintenance of equipment and stores group.

As compared with December 1951, there were also decreases in five groups and increases in two. The latter were executives, officials and staff assistants and maintenance of way and structures—up 1.39 per cent and 0.06 per cent, respectively. The decreases ranged from 4.82 per cent in the group embracing transportation employees, other than those in train, engine and yard service, to 0.57 per cent for the "professional, clerical, and general" group.

Railroad Fined

The Interstate Commerce Commission has been advised by the Department of Justice that on January 6, 1953, in the U.S. District Court for the District of Oregon, judgment was entered in favor of the government and against the carrier in the sum of $2,500 and costs, in the case of *United States v. Southern Pacific*.

"This was a civil penalty for failure to comply with provisions of Service Order No. 859 and Amendment No. 1 thereto, issued by the commission and prescribing loading regulations at the point of origin for lumber shipments to be subsequently stopped off to complete the loading thereof," G. W. Laird, acting secretary of the I.C.C., said in a January 30 memorandum for the press.

Frisco Yard Charger Reduces Freeze-Ups in Train Brakes

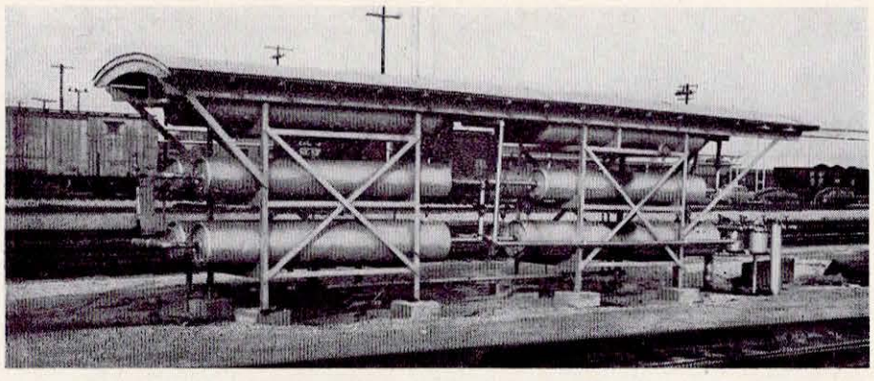
A new yard air-charging system installed by the St. Louis-San Francisco eliminates moisture from brake pipe air before it enters the train's air system, thereby reducing the possibility of frozen brake lines in winter and corrosion in summer. The system cuts in half the time required to charge an average-length train by the locomotive alone.

The system, operating on the conventional principle of cooling air before discharge to precipitate the moisture, was designed by the Frisco's car department. It consists of a series of eight reservoirs equipped with feed valves, strainers and alcohol applicators. As the air passes from one reservoir to another on its journey from the compressor to the train brake pipe, it is gradually cooled to atmospheric temperature and the resulting condensation is trapped in the reservoirs. Thus, by the time the air reaches the brake pipe, condensation has taken place and clean, dry air enters the line.

This contrasts with the old method, wherein air entered the brake pipe at about 168 deg. F., and cooling, condensation and precipitation of moisture took place in the train air system.

In winter, alcohol is run through the yard system reservoirs as a vapor so the water which condenses from the air will not freeze and can be drained off easily from the reservoirs. This vaporized alcohol also will thaw any ice that may have entered the brake pipe from other sources.

The new system has been installed in yards in Kansas City, Mo.; Tulsa, Okla.; Springfield, Mo., and St. Louis. Future plans call for similar installations at Birmingham, Ala.; Ft. Scott, Kan.; Monett, Mo., and other major terminals.



The Frisco's new yard air charging system to prevent brake line freeze-ups in winter and corrosion in summer.

Amortization Certificates

Certificates of necessity for accelerated amortization of facilities were granted to 19 railroads during the period from December 4, 1952, through December 17, the Defense Production Administration has announced.

Roads receiving fast write-off certificates are listed below, together with amounts approved by D.P.A. and the percentages of those amounts which can be written off in five years.

Apalachicola Northern, $307,273—40 per cent.
Atlantic Coast Line, $155,000—55 per cent; and $279,457—40 per cent.
Baltimore & Ohio, $1,339,150—40 per cent.
Chicago, Milwaukee, St. Paul & Pacific, $2,040,372—40 per cent.
Georgia Southern & Florida, $327,747—40 per cent.
Great Northern, $244,000—40 per cent.
Kansas City Terminal, $29,949—40 per cent.
Lehigh & New England, $744,000—70 per cent.
Louisville & Nashville, $1,800,416—40 per cent.
Nashville, Chattanooga & St. Louis, $542,619—70 per cent.
New York Central, $1,195,200—40 per cent.
Reading, $175,893—40 per cent.
Seaboard Air Line, $1,243,600—70 per cent; and $35,200—40 per cent.
Southern, $490,476—40 per cent.
Southern Pacific, $13,619,510—70 per cent; and $200,934—55 per cent.
Spokane, Portland & Seattle, $50,000—50 per cent; and $150,996—40 per cent.
Terminal Association of St. Louis, $1,800,000—55 per cent.
Texas & New Orleans, $28,699—40 per cent.
Virginian Railway, $275,700—40 per cent.

In its report for the period from December 18 through December 30, D.P.A. showed that certificates then approved included these:

Louisville & Nashville, $155,000—55 per cent.
Texas & Pacific, $153,000—40 per cent.

In its report for the period from December 31 through January 14, D.P.A. showed that certificates then approved included those listed below:

Atchison, Topeka & Santa Fe, $8,160,000, 70 per cent.

(Continued on page 59)

ORGANIZATIONS

V. L. Hitzfeld, general passenger agent of the Chicago, Milwaukee, St. Paul & Pacific, has been elected chairman of the **Chicago General Agents Association,** a group comprised of passenger traffic supervisors of the Chicago area.

The **Chicago Special Agents and Police Association** has elected R. W. Biggerstaff, inspector of investigation of the Grand Trunk Western, as president.

The **Niagara Frontier Superintendents' Association** has elected to its chairmanship for the ensuing year E. P. Adams, superintendent, Pennsylvania. G. W. Maxwell, superintendent, New York Central, was elected vice-chairman.

The **Eastern Car Foreman's Association** has elected the following officers for the current year: President, George J. Flanagan, assistant superintendent equipment, New York Central, New York; vice-presidents, J. F. Swafford, assistant master mechanic, Washington Terminal Company, Washington, D.C., and H. E. Whitener, superintendent motive power and rolling equipment, Central of New Jersey, Elizabethport, N.J.; and secretary-treasurer, Wilson Dizard, American Car & Foundry Co., New York.

W. H. Ott, Jr., general traffic manager of the Kraft Foods Company, has been elected president of the **Illinois Territory Industrial Traffic League.** Other officers elected are: Vice-presidents, R. V. Craig, general traffic manager, Allied Mills, Inc., and R. C. Berrey, general traffic manager, U.S. Gypsum Company; and secretary-treasurer, A. J. Maurer, assistant traffic director, Chicago Association of Commerce & Industry.

The **South Bend (Ind.) Transportation Club** has elected the following officers to serve during 1953-54: President, Downie C. Pate, New Jersey, Indiana & Illinois (Wabash); vice-presidents, Joseph A. Illes, Bendix Home Appliance Division, Avco Manufacturing Corporation, G. D. Land, TransAmerican Freight Lines, and Willard H. Harmon, NJI&I; and secretary-treasurer, Leotis H. Cochran, Oliver Corporation.

The **Railroad Joint Facility Club of Chicago** has elected A. E. Seidler, joint facility accountant of the Indiana Harbor Belt, as chairman for 1953. J. F. Bruckner, Jr., joint facility examiner of the Pennsylvania, has been elected secretary for a similar term.

J. A. Quinlan, vice-president of the St. Regis Paper Company, New York, has been appointed chairman of the traffic committee of the **American Paper and Pulp Association,** to succeed W. L. Thornton, Jr., general traffic manager, Kimberly-Clark Corporation, Neenah, Wis., who has served for the past three years.

The **Pacific Northwest Advisory Board** will hold its 85th regular meeting in the Multnomah Hotel, Portland, Ore., on March 18. Robert S. Henry, vice-president, public relations department, of the Association of American Railroads, will be guest speaker. The meeting will also be the annual meeting of the board, with election of new officers. Committees of the board will meet March 17 in the same hotel.

The **American Association of Traveling Passenger Agents** has elected the following officers for the current year: President, J. C. Hughey, assistant general passenger agent, Atlantic Coast Line, Tampa, Fla.; vice-president, W. C. Widenhoefer, district passenger agent, Northern Pacific, Helena, Mont., and secretary-treasurer, C. A. Melin, Cleveland.

Current research and opportunities in the mining and use of coal will be discussed at the annual meeting of **Bituminous Coal Research, Inc.,** to be held at the Netherland Plaza Hotel, Cincinnati, March 6. Among the speakers will be Walter J. Tuohy, president of the Chesapeake & Ohio and a member of B.C.R.'s Locomotive Development and Plan of Action Committees, and John I. Yellott, director of research of the gas-turbine program. Mr. Tuohy will discuss advances made during the past year on development of coal-fired gas turbines under B.C.R.'s Locomotive Development Program. Mr. Yellott will cite opportunities in application of coal-fired gas turbines. Dr. E. R. Weidlein, president of Mellon Institute, will speak at the annual luncheon for member company executives of B.C.R., on "Research to Build Markets and Profits." The first annual B.C.R. award for outstanding leadership on behalf of industry-sponsored coal research will be made at the meeting.

The next meeting of the **Air Pollution Control Association of America** will be held in Baltimore May 25-28. Among those preparing discussions for the meeting are L. L. Rodgers, assistant road foreman of engines, Richmond, Fredericksburg & Potomac ("What Railroad Management Is Doing for Air Pollution Control"), and G. W. Meredith, assistant master mechanic, Norfolk & Western ("Performance of Coal-Burning Steam Locomotives"). The association has begun monthly publication of "APCA News," which will offer news in the field of air purification. "Air Repair," the association's quarterly journal, will be restricted to publication of technical articles.

H. B. Buchholz, general agent, freight department, Chicago & North Western, has been elected president of the **Milwaukee Traffic Club.** Other newly elected officers include R. H. Heilman, traffic manager, A. O. Smith Corporation, T. A. Dodge, executive assistant to vice-president, Union Refrigerator Transit Company, and G. C. Loeser, traffic department, Joseph Schlitz Brewing Company, vice-presidents; and R. W. Brushe, traffic manager, Pressed Steel Tank Company, secretary and treasurer.

The **Northwestern Claim Conference** of the Freight Claim Division of the Association of American Railroads, at its annual meeting in Minneapolis on February 4, elected J. H. Andrews as chairman for the year. Mr. Andrews is general freight claim agent of the Chicago, Milwaukee, St. Paul & Pacific at Chicago. W. C. Olander, freight claim agent of the Minneapolis & St. Louis at Minneapolis, was named vice-chairman; while E. C. Lewis, former assistant freight claim agent of the Great Northern at St. Paul, was re-elected secretary-treasurer.

CONSTRUCTION

Atchison, Topeka & Santa Fe.—Alterations and replacements on first and second floors of the motive power building at Topeka, Kan., will be carried out by J. A. Lundgren & Son, of Topeka. A contract for furnishing and erecting a prefabricated steel building for car repair facilities at Argentine, Kan., has been awarded to the Butler Manufacturing Company of Kansas City. The building will measure 72 ft. by 600 ft., and will be placed on foundations built by another contractor.

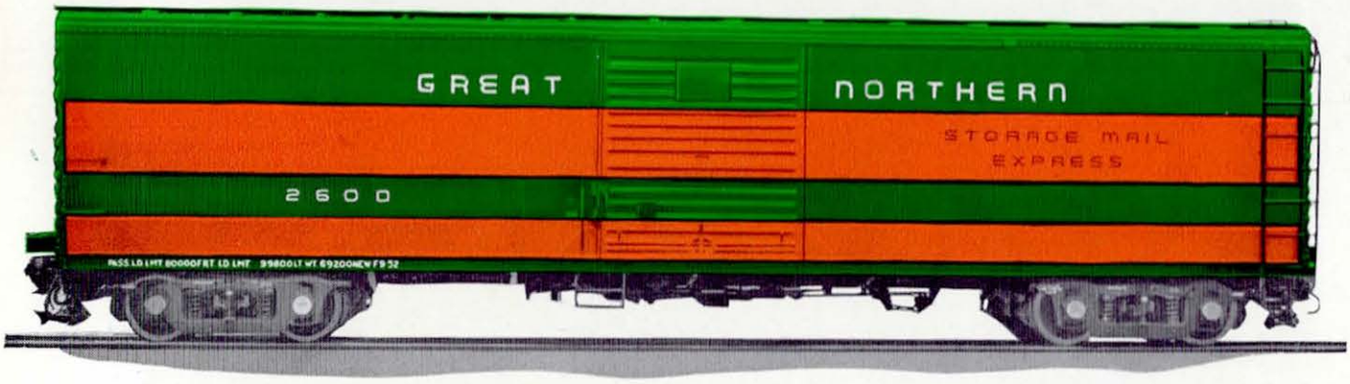
Illinois Central.—This road has asked the I.C.C. for authority to construct 5,640 feet of new trackage to serve the Paddy's Run plant of the Louisville, Ky., Gas & Electric Co. The plant, a large user of coal, is served at present by the Kentucky & Indiana Terminal. Cost of the new switching lead track would be paid from current funds.

Missouri Pacific.—This road has applied to the I.C.C. for authority to construct a 1.49-mile line at Little Rock, Ark. The line would serve a new 35-acre industrial area in the southeastern part of the city. Cost of the segment would be paid from current funds.

New York Central.—This road contemplates extensive work in bringing its maintenance up to date, William White, president, said at a recent press luncheon in New York. The program will involve, Mr. White added, increased mechanization of maintenance procedures.

The NEWEST and LATEST

Feature COMMONWEALTH



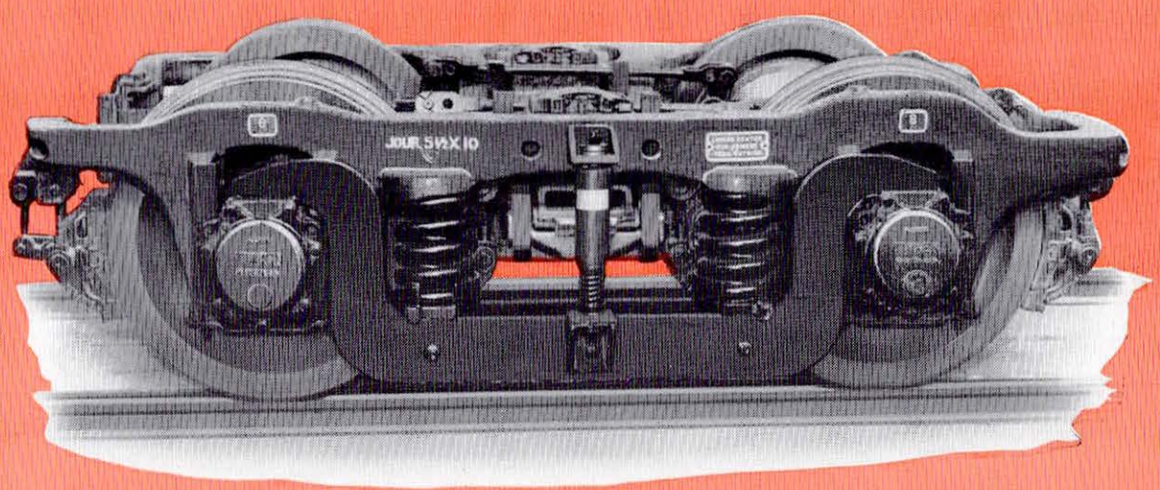
Built by Great Northern Railway

Built by Pacific Car and Foundry Co.

GENERAL STEEL

Express Refrigerator and Express Cars

HIGH SPEED TRUCKS



Commonwealth BX Truck equipped with Houdaille friction snubbers.

COMMONWEALTH Express Car Trucks are especially designed to meet the demand for a safe, smoothly operating light weight truck for cars in high speed passenger train service.

Equalizers, swing motion, coil springs and friction snubbers combine to absorb rail shocks and provide smooth, safe riding of light or loaded cars, protecting car contents and minimizing damage claims. Upkeep costs of cars and track structure are materially reduced.

The rigid one piece cast steel truck frames with integral cross transoms and pedestals, insure axles being in tram at all times. Trucks are equipped with clasp brakes and bolster locking center pins.

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  One second for a control, two for an indication.
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A-2631

Combination Hand-Truck And Trailer

A 4,000-lb. capacity combination hand-truck and trailer has been announced by the Mercury Manufacturing Company, Chicago. This unit is designed to handle palletized loads. Hand operated brakes whose shoes bear on the two rear wheels are applied by depressing the lever located on the caster-end pipe rack. The trailer is equipped with safety couplers at each end.

Wheels are roller-bearing mounted, and tires are molded-on solid rubber type. The standard model of this equipment is 36 in. wide and 62 in. long; the flush deck is 13 in. from the floor.

High Flash Point Emulsion Cleaner

Pennsalt EC-54, a new emulsion cleaner, has been developed for metal cleaning by the Pennsylvania Salt Manufacturing Company, Philadelphia. This emulsifiable liquid has a flash point of 260 deg. F., a fire point of 300 deg. F., and 95 per cent boils within a range of 500 deg. to 600 deg. F. Therefore, it will not boil off or evaporate when used at high temperatures in a power washing unit. Its flash point is well above temperatures normally used in emulsion spray cleaning. The advantages claimed because of these characteristics are that there is negligible loss through evaporation; no solvent vapors condense on plating tanks; the fire hazard is minimized during shut-downs or in drains or sewers, and the cleaning solution can be used at higher temperatures to assure maximum detergency on high melting-point soils.

Ferrous parts cleaned with EC-54 are protected against in-plant rusting for a period of one to six weeks, or longer by the use of stronger solutions and by the omission of the rinse following the cleaning stage.

The product is said not to tarnish aluminum, magnesium, brass or zinc. One cleaning unit can be used to process all metals in a given plant.

All-Metal Panels For Electro-Motive Diesels

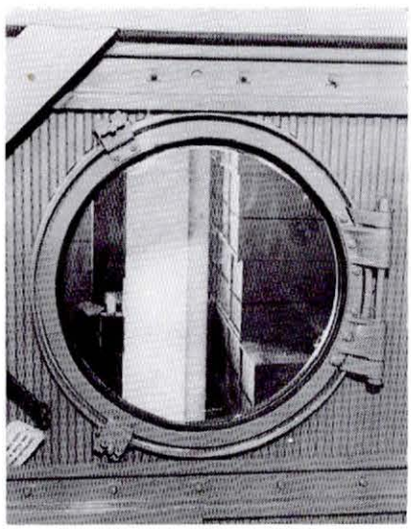
The Electro-Motive Division of General Motors Corporation, La Grange, Ill., is now producing for use on passenger and freight locomotive units a new all-metal side panel which is said to provide greater strength and durability at substantially less cost. The new panels have successfully passed extensive service tests and are now ready for application to all of this manufacturer's road diesel units, new or old.

The all-metal panels are made in standard sizes as required up to 4 ft. wide by about 12 ft. long and 3/8 in. thick.

Each panel consists of a 20-gage steel outer sheet permanently bonded to a corrugated steel inner sheet of the same weight, with a narrow 20-gage steel binding strip applied around all four edges. The pitch of corrugations in the stiffener sheet is ten per foot.

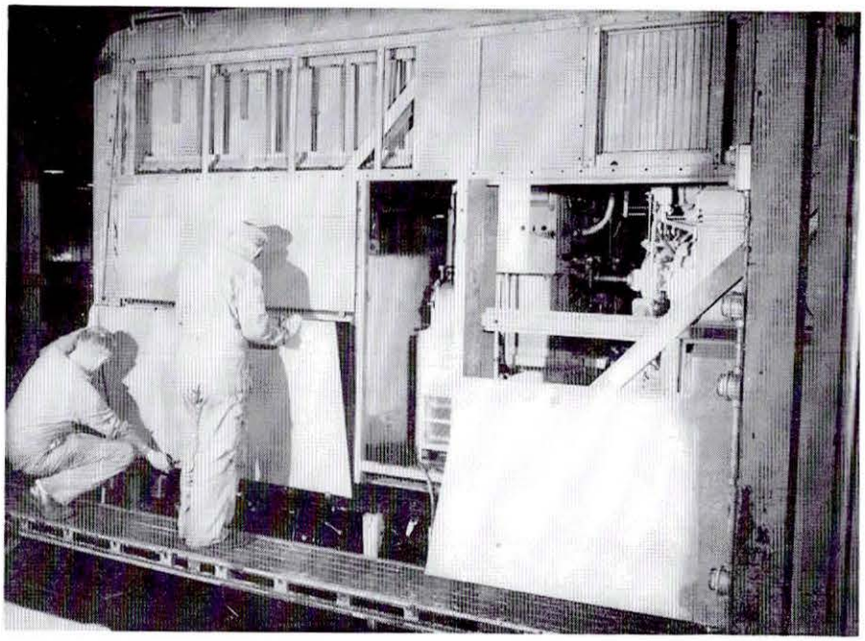
The panel is held in place on the locomotive side with the same battens used in previous construction.

The bonding method used has been extensively applied in recent years by the aviation industry. It employs a special Buna-N synthetic rubber-base heat-setting adhesive which bonds the panel into an integral unit, strong, light in weight and easily handled. All parts of the panel are united at one time under a combination of heat and pressure with automatic control of the time cycle.



A sash set in the all-metal panel as seen from inside the locomotive.

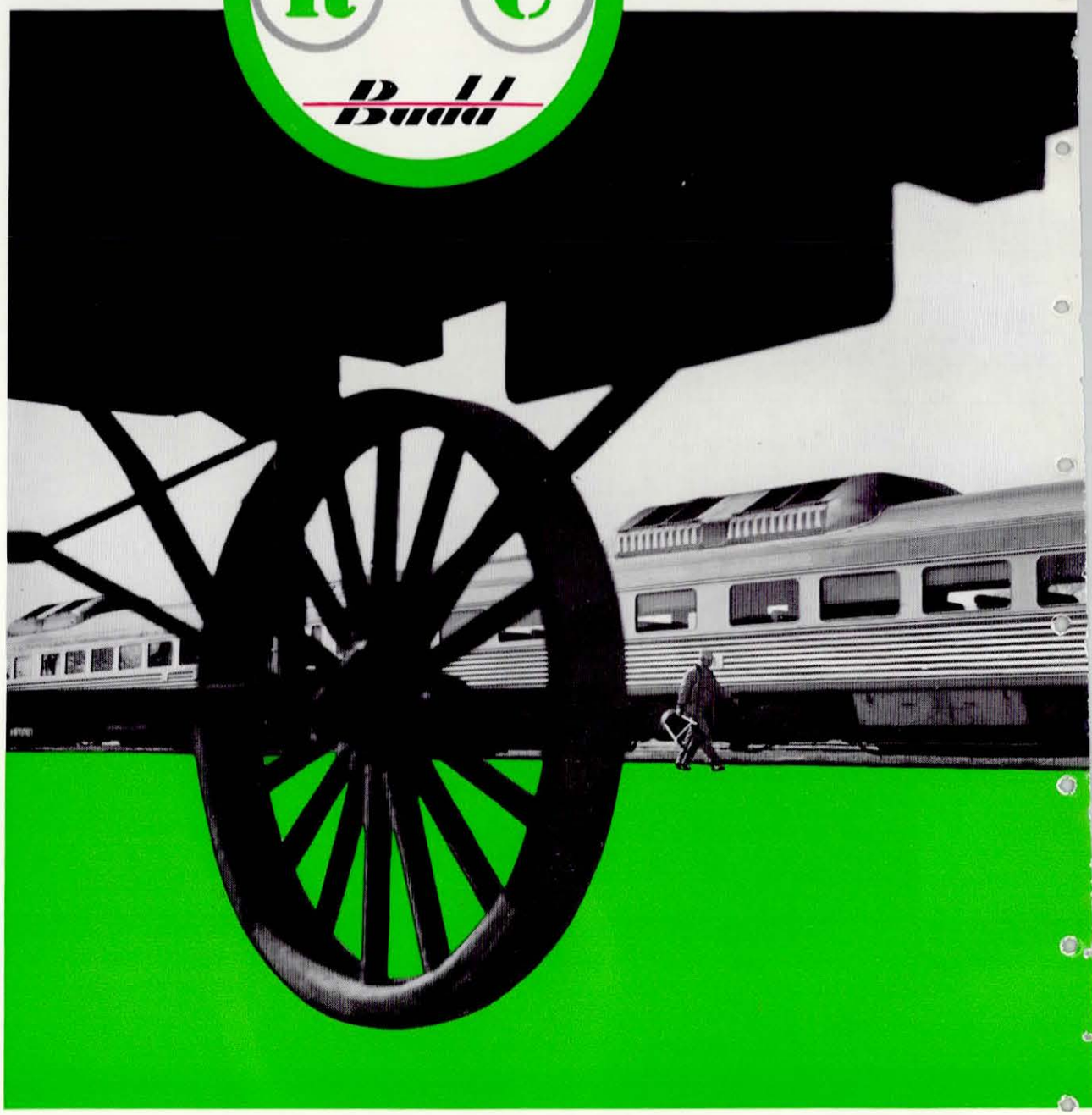
The new construction is said to resist temperatures from —60 to 450 deg. F., to prevent rust and corrosion on interior surfaces, and to have a probable service life of 25 years under normal conditions. All-metal panels are turned out by the new process at Electro-Motive on a modern conveyorized assembly line at the rate of one complete panel, ready to install, every 4 min.



Application of new all-metal side panels to an Electro-Motive road diesel.

R D C

Budd



MORE RE-ORDERS FOR RDC

● The way railroads which already own and operate Budd RDC's keep adding to their fleets, testifies to the car's ability to perform, to attract traffic, and to reduce expense.

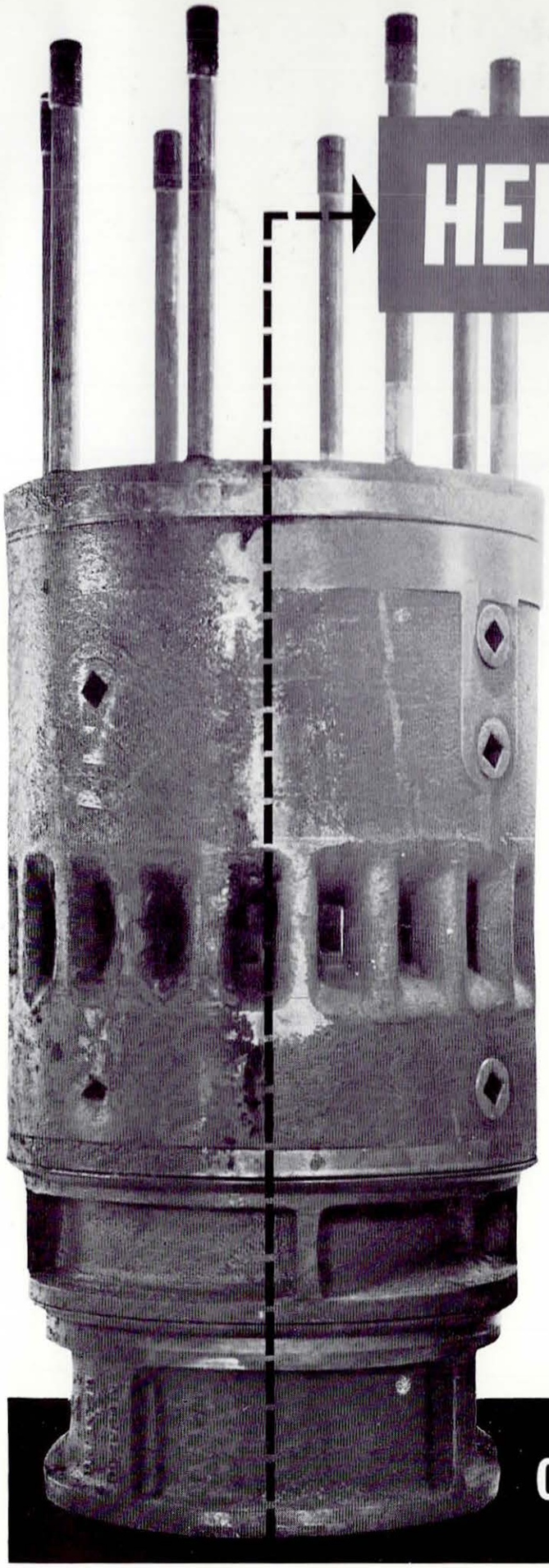
Within a single recent month the Boston & Maine, which already had three RDC's, ordered three more; the New York Central, with eighteen RDC's, ordered two more; the Baltimore & Ohio, with two RDC's, ordered three more.

If you would like to "sample" RDC on your railroad, we will loan you one without fee.

The Budd Company, Philadelphia 15.

Budd

PIONEERS IN BETTER TRANSPORTATION



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DIESEL CYLINDER LINERS

LOOK closely at this cylinder liner. The right half of it was cleaned with an Oakite material specially designed for the fast removal of carbonized oil and other tenacious deposits. In the photograph you can SEE the effectiveness of Oakite cleaning . . . the better job your road can expect to obtain when cleaning liners, pistons and other Diesel engine parts with Oakite materials and that enable you to handle this work easily, economically. We will be glad to demonstrate, in your own Diesel shop . . . or send you more details on request.

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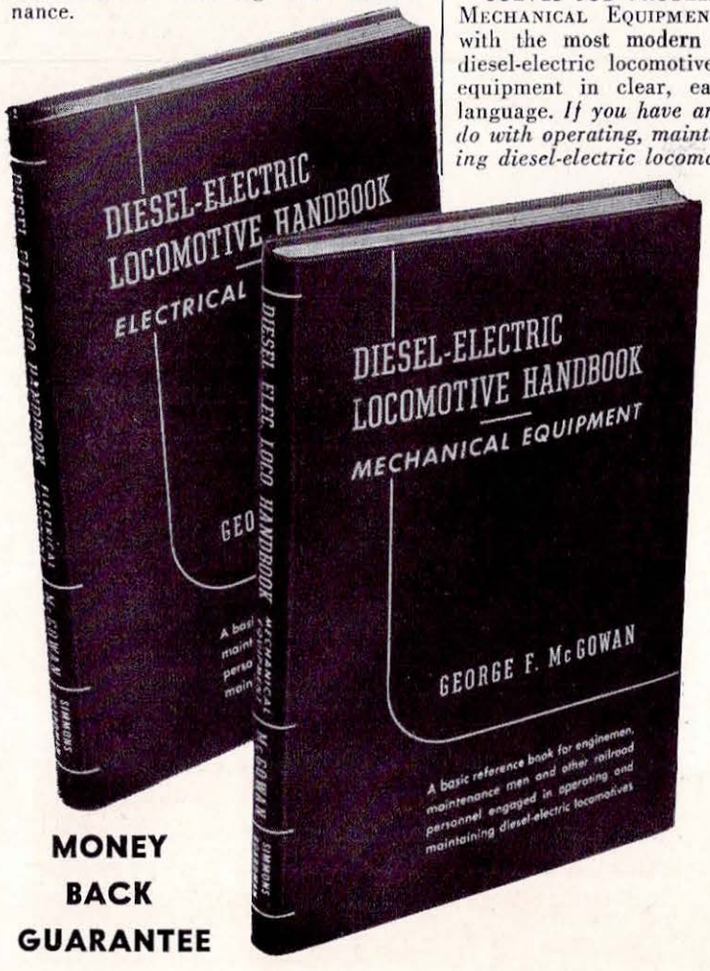
Here is everything you need and want to know—*written from the viewpoints of the men in the cab and the shop*—by an experienced railroad man—*all checked and approved by the leading locomotive builders.*

For your convenience this handbook is sold separately in two volumes: *Mechanical Equipment and Electrical Equipment.* Read the descriptions that follow and you'll agree: *Here is essential information you cannot afford to be without!*

MECHANICAL EQUIPMENT

Everything necessary to complete understanding of diesel-electric locomotives is included—how diesel-electric locomotives are constructed, the reasons behind their design, proper operating methods, things that can go wrong with them, "trouble-shooting," and effective servicing and maintenance.



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GIVES YOU DETAILS OF EACH PART

Among the chapters are: The Development of the Diesel-Electric Locomotive; Fundamentals; Lubricating and Cooling; Fuel System—Fuel; Pistons, Piston Rings, Liners; Connecting Rods, Bearings, Crankshafts; Valves, Timing, Heads; Governors, The Steam Generator; The Air Compressor; and The Gas Turbine Locomotive.

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Separate chapters are devoted to accounts of diesel engines made by The American Locomotive Company, Baldwin Locomotive Company, Electric-Motive Diesel, Fairbanks, Morse & Company, and Lima-Hamilton Corporation. Each engine, its parts, and its non-electrical auxiliaries are described and illustrated in full detail.

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You get full descriptions of all major pieces of electrical equipment and all their parts: how they are constructed, how to operate them, how to take care of them and how to fix them if they go wrong.

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You learn why the electrical transmission has been adapted to the diesel locomotive; its advantages, disadvantages and limitations. You get a review of electrical fundamentals; definitions of terms and explanations of how to use the most common electrical formulas. Schematic wiring diagrams are explained and their special symbols identified.

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Announcing

BOWER-FRANKLIN

roller bearing journal boxes

—for freight cars

The Bower Roller Bearing Company of Detroit and the Franklin Railway Supply Company of New York jointly announce a new roller bearing journal box for freight cars. The roller bearings for this Bower-Franklin box are being made by Bower. The boxes themselves are being manufactured by Franklin Balmar Corporation, a wholly-owned Franklin subsidiary. Sales and application engineering will be handled by Franklin Balmar.

FRANKLIN BALMAR CORPORATION

FRANKLIN BALMAR CORPORATION
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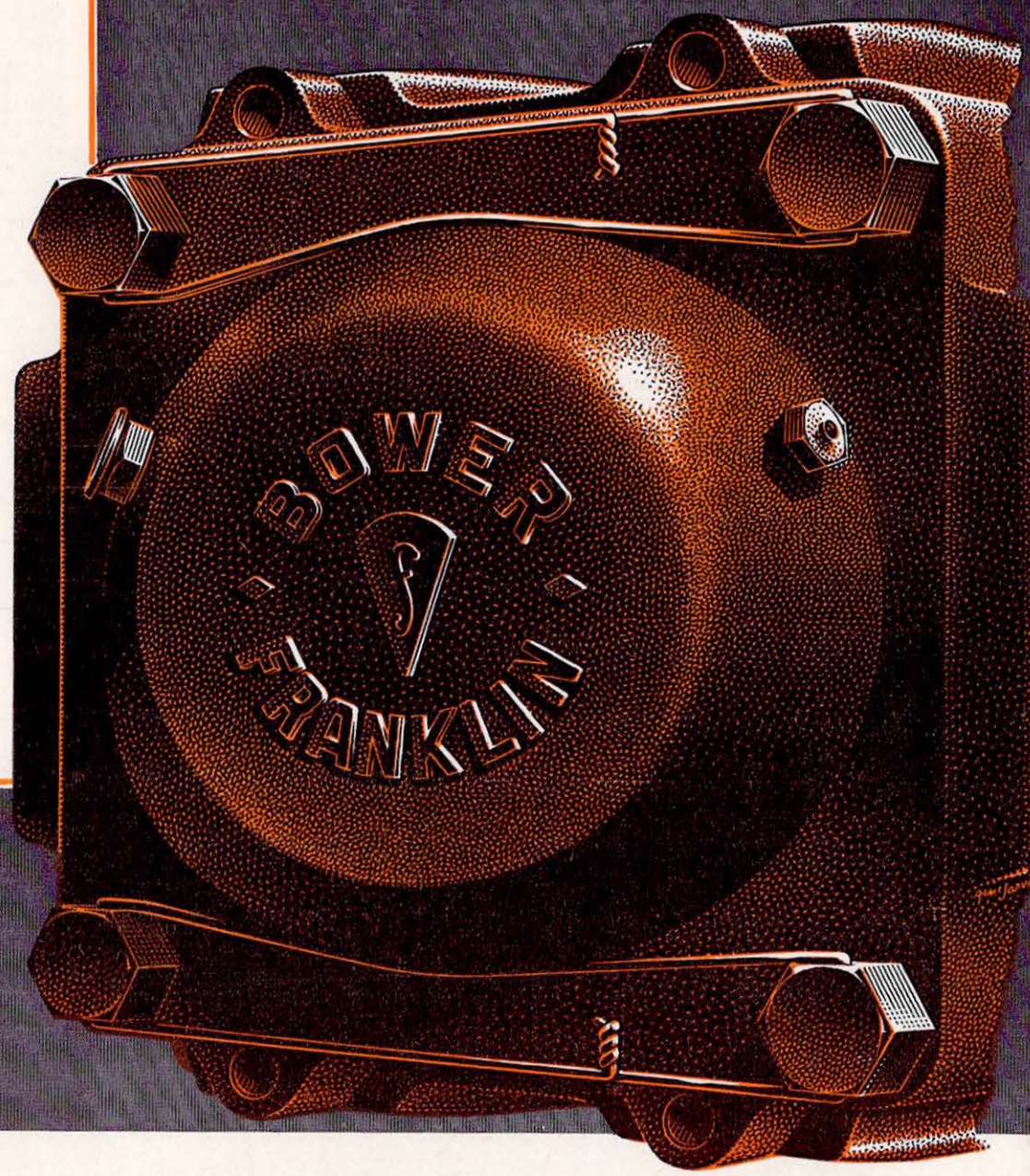
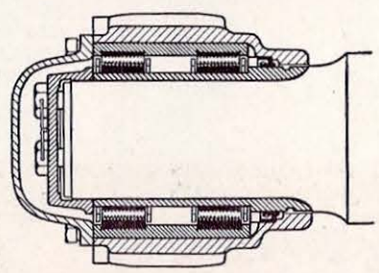
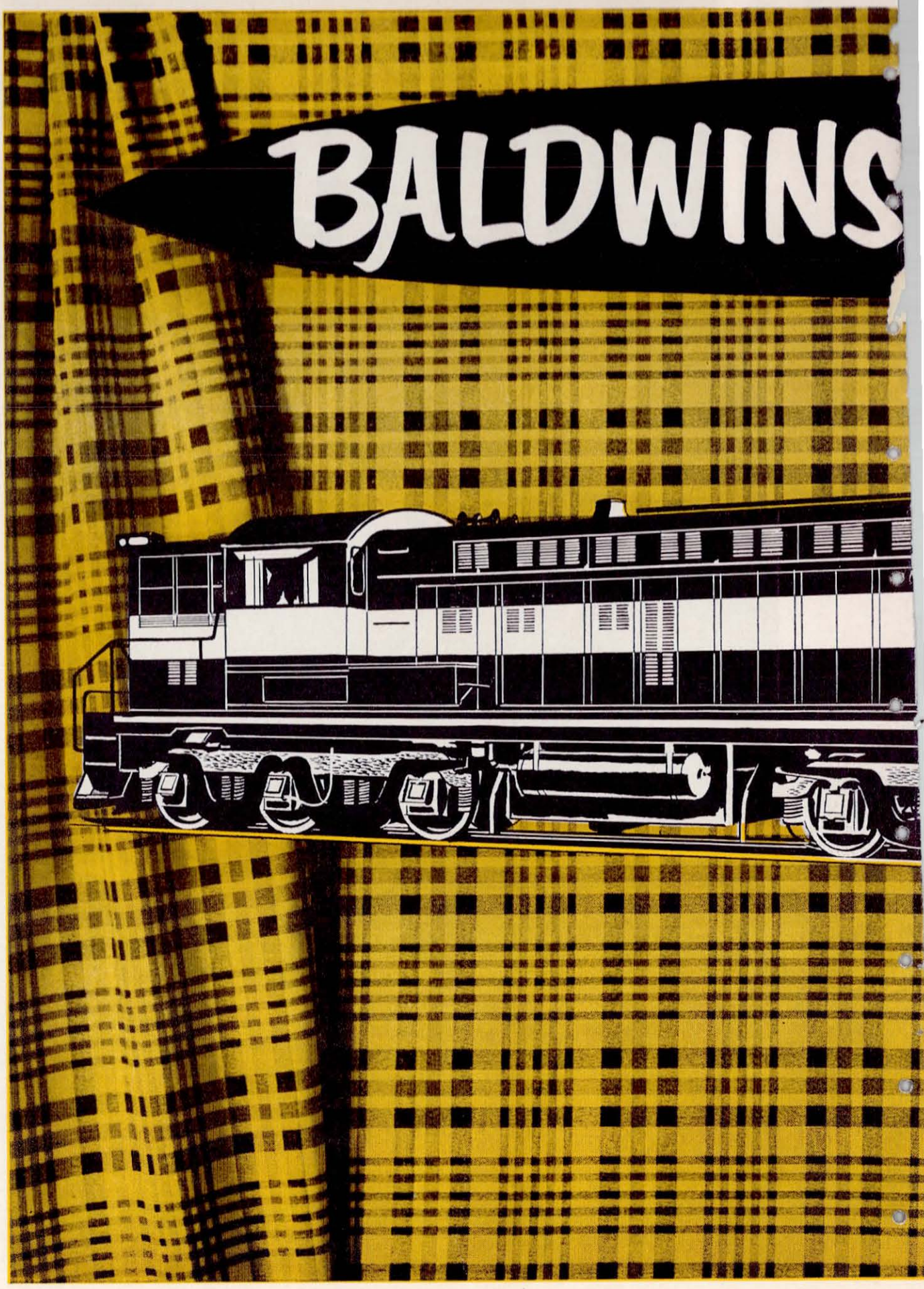


The Bower-Franklin journal box shown here is of the pedestal type. Simplicity of design is an important feature. The bearing, consisting of two rows of straight rolls running in single inner and outer races, permits free lateral. The sturdy retainer assures perfect alignment of rolls under all conditions. The housing completely surrounds and protects the bearing.

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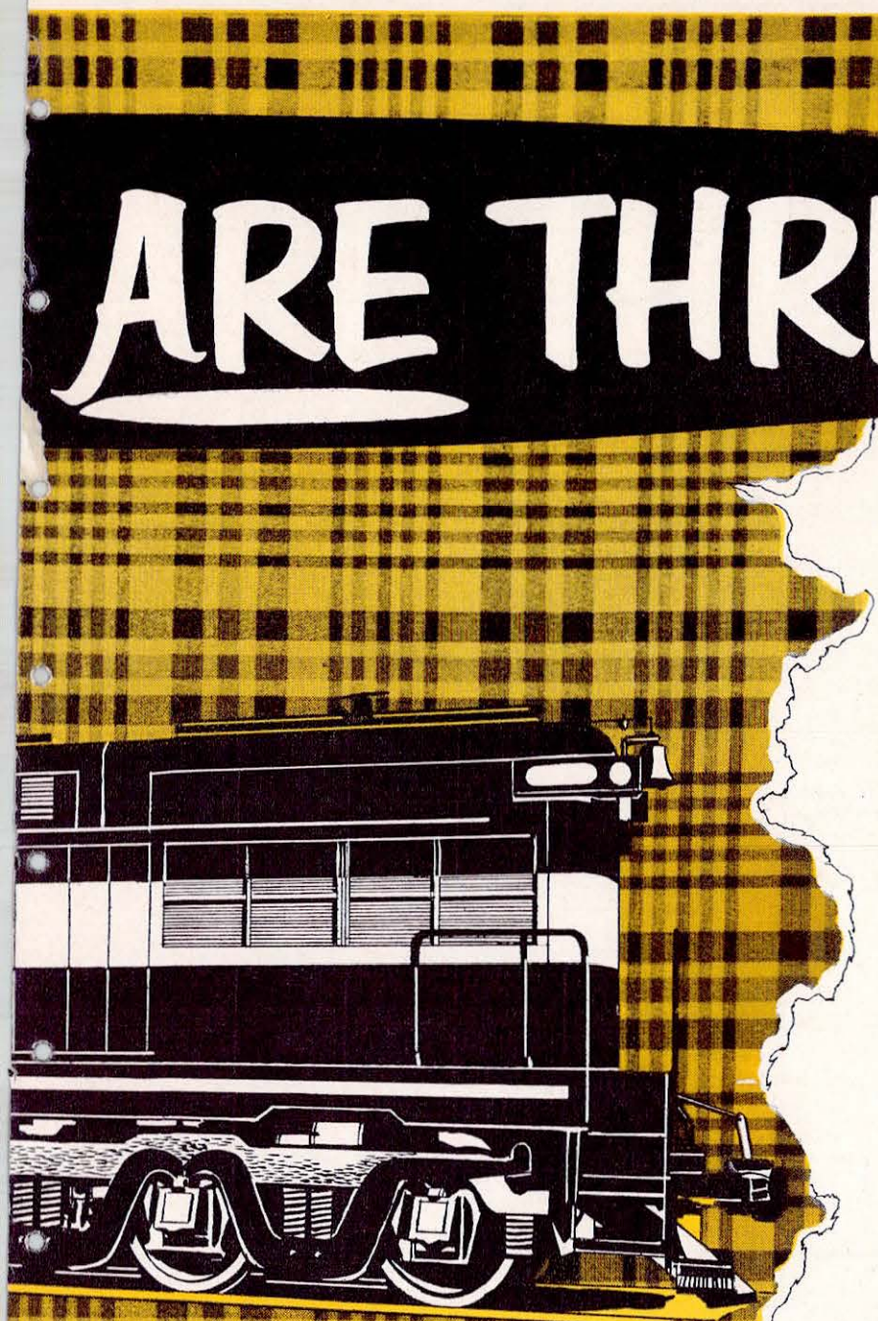

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REVENUES AND EXPENSES OF RAILWAYS

(Dollar figures are stated in thousands; i.e., with last three digits omitted)

MONTH OF DECEMBER AND TWELVE MONTHS OF CALENDAR YEAR 1952

Name of Road		Average mileage operated during period	Operating Revenues				Operating Expenses												Net from railway operation	Railway tax accruals	Net railway operating income	
							Maint. Way and Structures			Maint. Equipment							Operating ratio					
			Freight	Pass.	Total (inc. misc.) 1952	Total (inc. misc.) 1951	Total 1952	Total 1951	Deprec. and Retirements	Total 1952	Total 1951	Deprec. and Retirements	Traffic	Transportation	Total 1952	Total 1951	1952	1951			1952	1951
Akron, Canton & Youngstown	Dec.	171	$484	....	$499	$453	$75	$73	$4	$51	$45	$15	$38	$150	$349	$304	69.9	67.2	$150	$32	$82	$55
	12 mos.	171	5,521	....	5,672	5,726	923	855	76	648	575	187	441	1,644	4,039	3,856	71.2	67.3	1,633	546	835	662
Atchison, Topeka & Santa Fe	Dec.	13,072	45,727	$5,071	56,752	50,984	7,901	7,280	820	9,627	7,005	1,804	1,294	17,468	38,522	34,748	67.9	68.2	18,230	11,744	6,695	7,060
	12 mos.	13,072	491,592	57,539	604,512	570,582	87,465	92,821	8,717	108,411	106,095	20,462	14,016	188,199	423,368	426,290	70.0	74.7	181,144	109,544	69,374	71,613
Atlanta & St. Andrews Bay	Dec.	82	306	1	316	291	32	31	3	25	27	4	8	66	150	139	47.6	47.9	165	85	47	51
	12 mos.	82	3,525	20	3,637	3,586	433	401	33	279	250	50	107	751	1,761	1,654	48.4	46.1	1,876	966	576	608
Atlanta & West Point	Dec.	93	284	53	399	430	42	53	5	68	57	13	17	123	274	319	68.6	74.1	125	7	100	65
	12 mos.	93	3,380	573	4,555	4,574	559	567	63	732	673	137	182	1,920	3,684	3,682	80.9	80.5	872	432	256	230
Western of Alabama	Dec.	133	323	51	420	413	72	63	7	64	59	15	17	143	320	305	76.2	73.9	100	52	56	68
	12 mos.	133	3,644	551	4,712	4,586	641	641	81	812	744	169	189	1,710	3,626	3,537	77.0	77.1	1,086	589	491	393
Atlantic & Danville	Dec.	205	141	....	146	151	46	36	2	27	15	5	12	46	143	141	98.4	93.3	2	3	—20	—15
	12 mos.	205	1,859	....	1,891	1,841	413	402	23	182	142	57	139	627	1,501	1,476	79.4	80.2	390	110	42	61
Atlantic Coast Line	Dec.	5,378	12,103	2,004	15,927	16,074	3,178	1,191	1,230	3,252	2,848	512	401	5,732	13,278	10,111	83.4	62.9	2,648	1,050	1,383	2,149
	12 mos.	5,464	135,558	21,318	169,945	159,255	31,466	27,230	2,811	36,472	31,302	6,353	4,363	58,908	138,627	128,237	81.6	80.5	31,319	16,300	12,233	10,037
Charleston & Western Carolina	Dec.	343	595	1	611	542	87	114	7	122	122	42	19	170	411	452	67.3	83.5	199	25	195	269
	12 mos.	343	6,296	29	6,529	6,427	1,507	1,587	58	1,351	1,090	487	214	2,057	5,285	5,071	81.0	78.9	1,244	480	805	840
Baltimore & Ohio	Dec.	6,186	31,288	2,265	36,223	39,179	4,350	4,774	577	7,894	7,718	989	912	15,247	30,078	30,340	83.0	77.4	6,145	2,703	2,267	2,494
	12 mos.	6,187	388,280	24,232	442,677	451,278	57,412	60,270	5,213	90,944	98,568	11,738	10,465	174,416	351,518	366,328	79.4	81.2	91,159	34,470	44,340	36,833
Staten Island Rapid Transit	Dec.	29	256	56	316	304	66	53	12	33	34	2	2	164	318	282	100.6	92.9	—2	34	—63	—31
	12 mos.	29	3,021	640	3,702	3,596	708	592	139	372	444	23	18	1,834	3,341	3,231	90.2	89.8	361	435	—369	—271
Bangor & Aroostook	Dec.	602	1,233	42	1,326	1,219	163	335	19	320	307	93	23	341	917	1,048	69.1	85.9	410	175	235	147
	12 mos.	602	12,179	445	13,161	11,103	2,795	2,460	204	2,853	2,254	913	232	3,588	10,197	8,710	77.5	78.4	2,964	1,576	1,772	1,255
Bessemer & Lake Erie	Dec.	212	1,676	1	1,724	1,707	233	345	18	1,179	1,117	135	22	378	1,949	2,142	113.1	125.5	—225	—904	855	764
	12 mos.	212	25,632	9	25,915	29,353	2,534	2,576	251	8,109	9,753	1,304	240	5,433	17,541	20,075	67.7	68.3	8,375	4,586	6,307	5,250
Boston & Maine	Dec.	1,679	6,013	1,032	8,734	8,208	1,499	1,183	286	1,018	1,035	177	103	3,176	6,103	5,822	69.9	70.9	2,631	1,229	1,049	1,220
	12 mos.	1,698	66,852	11,964	89,852	88,420	16,279	15,266	2,379	13,554	13,609	2,106	1,361	37,478	72,544	71,889	80.7	81.3	17,309	8,312	5,063	4,826
Cambria & Indiana	Dec.	35	153	....	153	145	18	40	1	84	90	22	....	22	133	178	87.1	122.4	20	70	68	125
	12 mos.	35	1,586	....	1,586	1,647	227	196	17	1,010	1,003	244	1	259	1,588	1,614	100.1	98.0	—2	709	770	711
Canadian Pacific Lines in Maine	Dec.	234	538	37	610	587	106	218	5	125	131	13	10	278	534	636	87.4	108.3	77	37	—7	—132
	12 mos.	234	5,530	613	6,526	6,165	1,435	1,419	61	1,210	1,055	122	97	2,721	5,632	5,130	86.3	83.2	894	350	—126	69
Canadian Pacific Lines in Vermont	Dec.	90	180	11	216	233	50	72	4	33	28	....	8	118	218	232	100.6	99.4	—1	14	—71	—71
	12 mos.	90	2,286	180	2,719	2,720	803	654	46	362	373	2	81	1,435	2,778	2,615	102.2	96.1	—59	156	—868	—717
Central of Georgia	Dec.	1,786	3,218	192	3,855	3,714	541	719	62	591	564	125	142	1,406	2,881	3,186	74.7	85.8	974	287	602	256
	12 mos.	1,786	36,860	2,494	43,350	42,778	6,921	7,636	535	7,250	6,962	1,308	1,587	17,742	35,860	36,989	82.7	86.5	7,490	3,060	3,834	2,186
Central of New Jersey	Dec.	411	2,905	467	3,739	4,364	955	1,204	447	618	650	62	56	1,771	3,579	4,219	95.7	96.7	160	325	—650	—644
	12 mos.	411	34,675	5,725	44,067	44,432	6,621	6,864	1,283	7,273	7,461	906	696	21,436	38,046	39,501	86.3	88.9	6,021	4,730	—3,474	—4,185
Central of Pennsylvania	Dec.	206	1,552	5	1,624	1,813	206	146	24	478	435	76	25	476	1,227	1,172	75.6	64.6	396	Cr 314	998	979
	12 mos.	207	19,402	61	20,103	19,797	2,527	2,108	332	4,751	4,716	907	300	5,617	13,697	13,753	68.1	69.5	6,405	1,263	8,476	8,465
Central Vermont	Dec.	422	904	74	1,061	1,204	135	143	16	185	149	12	17	435	814	797	76.7	66.2	248	44	167	300
	12 mos.	422	9,504	778	11,109	11,765	1,980	2,014	198	1,746	1,853	149	187	4,952	9,377	9,362	84.4	79.6	1,732	523	540	1,136
Chesapeake & Ohio	Dec.	5,116	27,096	787	29,302	29,357	3,399	3,997	400	5,405	6,848	1,445	744	9,671	20,775	23,174	70.9	78.9	8,527	3,980	5,556	2,914
	12 mos.	5,116	329,929	8,764	355,683	368,186	47,980	48,088	4,229	70,181	70,892	17,061	7,651	111,937	253,214	261,222	71.2	70.9	102,468	50,518	56,983	49,442
Chicago & Eastern Illinois	Dec.	868	2,532	335	3,266	2,852	414	332	30	691	761	123	127	1,029	2,454	2,604	75.1	91.3	812	268	434	—42
	12 mos.	868	28,357	3,262	35,380	33,659	4,611	4,631	346	5,905	5,333	1,423	1,424	12,712	26,720	25,926	75.5	77.0	8,660	3,034	4,301	3,426
Chicago & Illinois Midland	Dec.	130	798	....	818	727	44	82	7	94	—69	22	43	221	449	312	54.8	42.9	369	170	172	185
	12 mos.	130	6,787	2	7,011	9,383	677	1,268	87	1,512	1,654	249	355	2,368	5,407	6,395	77.1	68.2	1,604	828	451	1,065
Chicago & North Western	Dec.	7,898	13,167	2,144	17,560	16,694	2,662	2,569	358	3,040	3,054	764	402	7,796	14,730	14,396	83.9	86.2	2,830	1,771	629	1,334
	12 mos.	7,905	160,073	22,709	206,165	203,477	32,296	32,407	4,129	37,265	37,433	8,972	4,244	94,140	178,040	178,354	86.4	87.6	28,125	13,527	8,128	7,224
Chicago, Burlington & Quincy	Dec.	8,867	20,304	1,973	24,971	24,651	3,576	3,100	606	3,397	3,332	671	507	8,464	16,774	15,702	67.2	63.7	8,198	1,985	5,501	3,671
	12 mos.	8,824	223,231	20,173	270,348	266,594	42,108	41,783	5,651	40,840	39,301	8,370	5,663	95,078	193,436	189,234	71.6	71.0	76,912	39,690	31,744	30,117
Chicago Great Western	Dec.	1,468	3,089	14	3,333	2,864	842	599	151	440	383	119	97	831	2,367	2,097	71.0	73.2	966	402	307	247
	12 mos.	1,473	33,803	187	36,287	34,137	6,514	6,120	610	4,877	4,994	1,426	1,264	11,397	25,482	24,657	70.2	72.2	10,805	3,857	3,690	3,051
Chicago, Indianapolis & Louisville	Dec.	541	1,588	82	1,808	1,911	118	254	6	254	299	65	113	632	1,249	1,406	69.1	73.5	559	282	203	221
	12 mos.	541	19,582	813	21,814	21,517	3,486	3,596	216	3,235	3,340	769	1,084	7,512	16,510	16,793	75.7	78.0	5,304	2,138	1,907	1,670
Chicago, Milw., St. Paul & Pacific	Dec.	10,670	18,690	1,805	23,215	22,321	3,089	2,422	574	4,041	4,376	861	545	8,988	17,746	17,362	76.4	77.8	5,469	1,597	3,172	2,512
	12 mos.	10,668	222,400	18,863	269,466	265,401	40,848	36,799	4,897	53,504	52,169	10,546	5,755	109,483	222,123	219,455	82.4	82.7	47,343	22,905	17,430	15,326
Chicago, Rock Island & Pacific	Dec.	7,916	14,874	2,080	18,757	17,450	1,808	1,439	280	2,796	2,497	536	533	7,093	13,080	11,744	69.7	67.3	5,677	2,502	2,533	2,721
	12 mos.	7,916	174,423	20,568	213,938	198,549	27,383	28,327	2,989	34,420	30,486	6,101	5,883	76,776	154,169	150,944	72.1	76.0	59,769	26,549	25,339	17,256
Chic., St Paul, Minn. & Omaha	Dec.	1,617	2,683	209	3,192	3,235	390	470	60	369	439	91	80	1,425	2,397	2,623	75.1	81.1	795	169	422	285
	12 mos.	1,617	29,324	2,263	34,723	34,082	5,353	5,481	561	4,962	5,080	1,063	797	16,994	29,647	30,706	85.4	90.1	5,076	2,153	330	—752
Clinchfield	Dec.	317	2,271	1	2,282	2,103	318	251	20	359	327	80	47	423	1,186	1,089	52.0	51.8	1,096	234	1,002	964
	12 mos.	317	24,093	16	24,229	23,630	3,693	3,159	227	4,073	3,822	970	510	5,132	13,844	13,109	57.1	55.5	10,285	2,641	9,381	9,893

REVENUES AND EXPENSES OF RAILWAYS

(Dollar figures are stated in thousands; i.e., with last three digits omitted)

MONTH OF DECEMBER AND TWELVE MONTHS OF CALENDAR YEAR 1952

Name of Road		Average mileage operated during period	Operating Revenues: Freight	Pass.	Total (inc. misc.) 1952	Total (inc. misc.) 1951	Operating Expenses: Maint. Way and Structures: Total 1952	Total 1951	Deprec. and Retirements	Maint. Equipment: Total 1952	Total 1951	Deprec. and Retirements	Traffic	Transportation	Total 1952	Total 1951	Operating ratio 1952	Operating ratio 1951	Net from railway operation	Railway tax accruals	Net railway operating income 1952	Net railway operating income 1951
Colorado & Southern	Dec.	734	1,193	77	1,444	1,977	150	143	40	261	233	31	27	559	1,053	949	73.0	48.0	390	251	108	287
	12 mos.	736	13,716	971	16,304	16,692	1,968	1,974	253	2,419	2,341	398	344	5,866	11,269	11,309	69.1	67.8	5,035	2,529	2,259	1,422
Ft. Worth & Denver	Dec.	1,038	1,965	145	2,311	2,938	352	313	37	235	269	28	57	691	1,442	1,456	62.4	49.5	869	314	437	830
	12 mos.	1,038	20,110	1,902	23,991	23,271	3,541	3,224	391	2,903	2,895	361	664	8,436	16,712	16,289	69.7	70.0	7,280	2,443	3,480	2,928
Colorado & Wyoming	Dec.	40	188	....	320	280	26	—110	2	33	39	11	1	125	198	66	62.0	23.6	122	39	84	55
	12 mos.	40	1,707	....	2,964	3,300	241	430	29	410	354	124	15	1,137	1,935	2,358	65.2	71.4	1,029	491	429	315
Columbus & Greenville	Dec.	168	157	....	166	196	45	40	4	27	27	6	5	50	144	149	86.8	76.0	22	24	5	9
	12 mos.	168	1,832	2	1,917	2,077	373	534	44	324	347	72	50	596	1,557	1,772	81.2	85.3	360	326	124	87
Delaware & Hudson	Dec.	793	4,663	170	5,008	4,871	690	621	47	821	1,255	162	81	1,714	3,528	4,071	70.4	83.6	1,480	Cr 721	2,284	1,320
	12 mos.	793	53,600	2,056	57,633	59,084	8,454	7,905	984	10,878	12,425	1,733	1,006	20,956	43,773	45,965	76.0	77.8	13,860	5,655	8,804	7,065
Delaware, Lackawanna & Western	Dec.	962	6,123	932	7,904	8,338	722	857	142	1,215	1,356	292	167	3,419	5,791	6,191	73.3	74.3	2,113	793	1,363	1,401
	12 mos.	963	74,090	9,900	93,175	89,621	10,103	9,958	1,696	16,730	16,442	3,552	1,988	39,598	71,650	71,893	76.9	80.2	21,525	11,163	10,857	8,490
Denver & Rio Grande Western	Dec.	2,333	6,820	307	7,396	6,886	657	535	126	1,074	1,081	251	197	2,302	4,548	4,298	61.5	62.4	2,848	1,458	1,209	1,127
	12 mos.	2,333	75,589	3,532	82,135	77,790	10,112	9,231	1,130	13,539	12,944	2,868	2,110	26,172	55,443	52,341	67.5	67.3	26,691	14,453	11,621	11,712
Detroit & Mackinac	Dec.	232	161	....	163	169	60	89	6	20	17	10	5	41	149	170	91.2	100.8	14	Cr 31	49	32
	12 mos.	232	1,981	2	2,026	2,585	533	674	36	246	249	108	53	462	1,433	1,558	70.7	60.3	594	292	333	349
Detroit & Toledo Shore Line	Dec.	50	692	....	729	668	45	89	3	62	67	—5	19	207	347	403	47.6	60.3	382	170	80	152
	12 mos.	50	7,569	....	7,766	7,597	886	900	40	717	706	188	175	2,310	4,246	4,425	54.7	58.2	3,520	1,341	1,057	926
Detroit, Toledo & Ironton	Dec.	464	1,649	....	1,761	1,415	180	166	26	373	236	72	29	472	1,109	866	62.9	61.2	653	173	395	263
	12 mos.	464	17,047	5	17,955	18,517	2,363	2,466	291	3,780	3,198	820	335	4,828	11,938	11,614	66.5	62.7	6,017	2,955	2,736	2,905
Duluth, Missabe & Iron Range	Dec.	567	852	1	979	1,328	773	746	268	760	777	96	10	1,406	3,434	3,520	350.9	265.0	—2,456	Cr2,058	—314	—351
	12 mos.	568	41,544	12	48,479	56,655	7,630	7,463	996	7,894	8,595	1,098	112	18,031	35,611	38,649	73.5	68.2	12,868	7,077	5,638	4,854
Duluth, South Shore & Atlantic	Dec.	539	661	8	735	514	56	84	17	108	149	21	24	265	472	550	64.3	107.0	263	175	62	—92
	12 mos.	539	7,658	86	8,205	7,991	1,508	1,413	114	1,633	1,552	244	284	3,010	6,662	6,621	81.2	82.9	1,543	501	596	592
Duluth, Winnipeg & Pacific	Dec.	175	495	1	506	684	56	103	6	72	62	1	6	219	360	417	71.2	61.0	146	38	63	166
	12 mos.	175	5,824	13	5,921	5,379	903	911	52	922	849	25	63	2,583	4,555	4,172	76.9	77.6	1,367	448	203	221
Elgin, Joliet & Eastern	Dec.	236	3,933	....	4,920	4,386	246	450	28	901	689	102	39	1,914	3,297	2,958	67.0	67.5	1,623	—109	1,273	579
	12 mos.	236	39,159	....	49,040	54,827	3,814	5,148	347	8,250	7,962	1,204	403	18,053	32,372	34,826	66.0	63.5	16,668	5,861	4,771	4,174
Erie	Dec.	2,237	13,003	730	15,087	14,735	1,885	1,696	329	2,609	2,187	495	354	6,083	11,837	10,746	78.5	72.9	3,250	1,050	1,767	2,071
	12 mos.	2,242	154,282	7,601	176,459	178,857	23,860	23,218	3,100	26,926	26,688	5,693	4,214	72,029	134,941	134,969	76.5	75.5	41,518	17,706	18,388	19,763
Florida East Coast	Dec.	571	2,328	640	3,339	2,937	411	367	42	638	546	75	80	1,277	2,577	2,388	77.2	81.3	762	192	431	308
	12 mos.	571	23,446	7,261	33,915	29,832	4,416	4,214	496	6,172	5,353	906	896	12,475	26,103	24,072	77.0	80.7	7,812	2,069	3,933	2,272
Georgia Railroad	Dec.	321	712	38	827	823	111	119	11	122	114	30	36	349	655	633	79.2	76.9	172	30	180	161
	12 mos.	321	8,500	404	9,702	9,685	1,410	1,431	106	1,526	1,443	324	404	4,069	7,838	7,521	80.8	77.7	1,864	456	1,661	1,837
Georgia & Florida	Dec.	360	283	....	286	247	98	50	4	39	31	7	21	102	277	177	96.7	71.7	9	15	—31	32
	12 mos.	360	3,717	....	3,768	3,374	1,090	916	42	443	399	89	233	1,142	3,092	2,731	82.1	81.0	676	225	141	190
Grand Trunk Western	Dec.	952	4,809	217	5,453	5,438	616	574	79	747	988	90	85	2,225	3,849	3,994	70.6	73.5	1,604	334	912	1,186
	12 mos.	952	49,604	2,672	56,546	57,469	9,003	8,648	626	10,043	10,026	1,087	886	25,305	47,306	46,778	83.7	81.4	9,240	3,731	1,881	3,766
Canadian Natl. Lines in New Engl.	Dec.	172	200	7	261	249	66	54	9	56	42	....	2	122	268	254	102.9	102.2	—7	32	—92	—87
	12 mos.	172	1,935	102	2,539	2,786	874	760	110	755	601	2	32	1,619	3,520	3,215	138.6	115.4	—981	291	—1,783	—1,287
Great Northern	Dec.	8,303	17,377	1,280	20,263	17,970	4,461	2,461	732	4,179	3,276	699	401	7,372	17,270	14,475	85.2	80.5	2,993	2,349	280	855
	12 mos.	8,314	226,309	14,118	260,247	248,039	45,146	42,046	4,422	44,883	41,047	7,873	4,669	86,912	191,416	184,210	73.6	74.3	68,832	38,056	25,914	23,214
Green Bay & Western	Dec.	224	377	....	384	279	—4	—18	4	51	46	8	22	95	179	148	46.6	53.2	205	65	118	56
	12 mos.	224	3,610	....	3,711	4,018	684	949	58	485	520	151	246	1,033	2,631	2,918	70.8	72.6	1,080	522	341	475
Gulf, Mobile & Ohio	Dec.	2,766	6,891	477	8,026	8,389	1,591	1,293	153	1,397	1,357	248	293	2,376	6,108	5,456	76.1	65.0	1,918	777	737	1,000
	12 mos.	2,794	81,782	4,905	92,856	88,684	14,830	14,430	1,110	16,101	15,957	2,917	3,196	26,353	65,051	63,794	70.1	71.9	27,805	12,772	10,635	9,442
Illinois Central	Dec.	6,539	21,830	2,309	27,996	27,759	3,179	2,956	505	4,651	3,663	756	517	9,679	19,077	17,776	68.1	64.0	8,919	5,661	3,226	4,571
	12 mos.	6,539	252,220	22,943	306,856	295,092	46,217	46,591	4,427	50,838	49,805	8,870	5,944	108,175	223,365	223,346	72.8	75.7	83,491	47,109	31,914	30,659
Illinois Terminal	Dec.	447	884	86	1,079	1,081	100	141	25	136	163	36	46	409	761	821	70.5	75.9	319	168	114	78
	12 mos.	451	10,631	942	13,002	12,705	1,790	1,853	316	1,892	1,858	418	494	5,131	9,980	9,877	76.8	77.7	3,021	1,527	1,058	1,019
Kansas City Southern	Dec.	891	3,503	203	4,092	3,585	683	536	66	613	645	90	117	1,458	3,040	2,569	74.3	72.4	1,052	226	526	348
	12 mos.	891	41,527	1,764	47,443	44,061	5,302	4,757	437	5,845	5,549	1,051	1,075	13,796	27,556	25,896	58.1	58.8	19,887	9,018	7,884	7,103
Kansas, Oklahoma & Gulf	Dec.	327	582	1	587	595	55	73	32	33	77	10	37	158	315	385	53.7	64.7	272	90	139	77
	12 mos.	327	7,258	7	7,327	6,688	1,215	896	99	447	455	107	324	1,558	3,842	3,459	52.4	51.7	3,485	1,639	1,384	1,301
Lake Superior & Ishpeming	Dec.	156	66	....	72	42	59	81	9	63	72	12	3	40	174	255	240.9	607.8	—102	64	—147	—125
	12 mos.	156	3,317	....	4,033	4,438	632	713	112	666	622	135	25	1,049	2,512	2,822	62.3	63.6	1,521	921	734	722
Lehigh & Hudson River	Dec.	96	307	....	308	243	40	37	4	29	30	9	13	90	184	176	59.6	72.7	124	14	85	36
	12 mos.	96	3,334	....	3,343	3,274	513	502	34	361	315	103	155	1,031	2,183	2,064	65.3	63.1	1,159	402	519	536
Lehigh & New England	Dec.	180	653	....	655	637	85	72	6	135	120	38	17	205	493	444	75.3	69.8	161	—716	914	564
	12 mos.	184	8,917	....	8,994	8,923	972	1,115	78	1,575	1,365	449	152	2,370	5,503	5,349	61.2	59.9	3,490	1,268	2,824	2,264
Lehigh Valley	Dec.	1,214	5,663	403	6,403	6,947	2,755	1,604	1,750	1,266	1,368	180	139	3,205	7,623	5,925	119.0	85.3	—1,220	—1,419	188	824
	12 mos.	1,218	70,441	3,930	78,507	79,150	11,761	11,087	2,741	12,806	14,294	2,309	1,665	30,511	59,744	60,675	76.1	76.7	18,763	7,302	10,930	10,392
Long Island	Dec.	365	1,935	2,970	5,143	4,350	681	235	89	1,098	805	121	15	2,527	4,483	7,952	87.2	182.8	660	461	—152	—4,286
	12 mos.	365	14,483	36,520	53,837	54,092	7,416	6,815	1,036	9,746	9,935	1,430	181	27,638	46,968	51,477	87.2	95.2	6,869	5,845	—2,009	—5,833

REVENUES AND EXPENSES OF RAILWAYS

(Dollar figures are stated in thousands; i.e., with last three digits omitted)

MONTH OF DECEMBER AND TWELVE MONTHS OF CALENDAR YEAR 1952

Name of Road		Average mileage operated during period	Operating Revenues: Freight	Pass.	Total (inc. misc.) 1952	Total (inc. misc.) 1951	Operating Expenses: Maint. Way and Structures: Total 1952	Total 1951	Deprec. and Retirements	Maint. Equipment: Total 1952	Total 1951	Deprec. and Retirements	Traffic	Transportation	Total 1952	Total 1951	Operating ratio 1952	Operating ratio 1951	Net from railway operation	Railway tax accruals	Net railway operating income 1952	Net railway operating income 1951
Louisiana & Arkansas	Dec.	756	2,144	80	2,315	2,319	392	235	32	335	524	90	82	554	1,451	1,601	62.7	69.0	864	293	530	287
	12 mos.	756	24,700	750	26,462	24,316	4,439	4,135	253	3,338	3,273	930	861	6,957	16,485	16,021	62.3	65.9	9,977	4,237	4,855	3,093
Louisville & Nashville	Dec.	4,738	17,722	1,432	20,854	20,604	2,519	2,754	475	4,176	3,844	731	355	6,746	14,495	14,111	69.5	68.5	6,359	3,715	3,512	3,926
	12 mos.	4,758	196,703	13,798	226,724	226,475	32,393	31,746	2,990	48,526	47,680	8,197	4,056	80,431	173,248	173,992	76.4	76.8	53,476	33,859	27,659	24,340
Maine Central	Dec.	945	1,962	145	2,285	2,374	460	569	58	389	392	72	19	798	1,747	1,887	76.5	79.5	537	321	238	215
	12 mos.	960	23,261	1,565	26,824	26,281	5,377	5,169	463	4,600	4,574	825	248	9,457	20,632	19,976	76.9	76.0	6,192	3,180	2,614	2,548
Midland Valley	Dec.	334	154	....	156	178	56	36	5	13	32	2	7	70	156	156	99.8	87.6	....	16	—27	1
	12 mos.	334	2,048	....	2,084	2,104	585	568	82	224	232	29	61	757	1,713	1,667	82.2	79.2	371	185	69	113
Minneapolis & St. Louis	Dec.	1,397	1,927	7	2,024	1,716	389	133	107	184	160	75	133	610	1,425	1,100	70.4	64.1	599	271	282	205
	12 mos.	1,403	21,953	84	22,901	21,894	4,007	3,663	423	3,239	3,066	890	1,455	7,339	17,318	16,474	75.6	75.2	5,583	2,861	2,236	1,698
Minn., St. Paul & Sault Ste. Marie	Dec.	3,223	2,442	84	2,767	2,810	808	693	137	724	692	103	82	1,380	3,129	2,919	113.1	103.9	—362	—67	—181	—128
	12 mos.	3,223	38,548	1,106	42,170	41,486	9,438	8,544	658	8,022	7,727	1,143	906	16,529	36,398	35,050	86.3	84.5	5,772	3,599	1,910	2,709
Mississippi Central	Dec.	148	238	....	241	245	56	44	3	31	38	3	13	65	176	170	72.7	69.3	66	34	17	23
	12 mos.	148	2,651	—1	2,693	2,656	609	529	27	354	352	39	158	781	2,019	1,852	75.0	69.7	674	342	205	276
Missouri-Illinois	Dec.	172	514	....	518	380	70	77	4	73	61	20	9	130	293	274	56.5	72.0	225	149	85	59
	12 mos.	172	5,473	2	5,524	5,254	975	834	45	839	783	245	103	1,495	3,533	3,247	64.0	61.8	1,991	1,208	875	825
Missouri-Kansas-Texas Lines	Dec.	3,242	6,206	393	7,312	7,419	1,046	892	91	1,214	865	222	288	2,503	5,401	4,698	73.9	63.3	1,910	362	1,190	1,094
	12 mos.	3,242	73,574	4,316	85,115	78,828	12,358	11,611	1,475	12,594	11,188	2,680	3,071	29,463	61,316	59,156	72.0	75.0	23,799	9,367	10,741	7,176
Missouri Pacific	Dec.	6,950	18,029	1,287	21,599	22,264	4,711	4,153	266	3,926	4,394	725	445	7,671	17,426	17,740	80.7	79.7	4,173	1,286	2,119	2,610
	12 mos.	6,949	211,636	12,591	248,491	239,346	43,246	42,651	3,347	46,755	46,491	8,524	5,466	88,681	191,867	193,182	77.2	80.7	56,624	21,588	28,052	23,962
International-Great Northern	Dec.	1,104	2,909	219	3,414	3,297	801	623	39	559	622	104	57	1,312	2,864	2,732	83.9	82.9	550	66	336	289
	12 mos.	1,104	32,551	2,321	38,204	38,252	7,914	7,736	423	6,821	6,588	1,217	699	14,571	31,584	31,676	82.7	82.8	6,621	1,498	3,491	3,155
Gulf Coast Lines	Dec.	1,723	3,582	100	3,973	3,655	953	615	46	572	561	98	94	1,147	2,921	2,637	73.52	72.14	1,052	286	513	419
	12 mos.	1,724	40,420	1,112	44,339	43,775	9,376	8,646	504	6,634	6,564	1,142	1,068	14,082	32,888	32,613	74.17	74.50	11,451	3,864	5,382	4,498
Monongahela	Dec.	178	560	....	565	710	78	91	13	76	84	8	1	199	362	500	64.0	70.4	203	39	28	—83
	12 mos.	178	7,548	....	7,610	9,008	1,044	1,089	135	941	1,054	91	12	2,840	4,936	5,495	64.9	61.0	2,674	382	611	846
Montour	Dec.	51	194	....	195	197	27	18	3	78	78	18	1	77	193	192	98.8	97.6	2	42	41	53
	12 mos.	51	2,322	....	2,328	2,697	277	329	31	876	1,068	196	11	952	2,229	2,596	95.7	96.3	99	516	494	395
Nashville, Chatt. & St. Louis	Dec.	1,032	2,926	179	3,691	3,386	465	435	67	455	444	94	130	1,194	2,343	2,301	63.5	67.9	1,348	669	698	1,163
	12 mos.	1,032	34,676	1,872	41,228	38,476	6,870	6,691	581	5,583	5,645	1,339	1,402	13,782	29,070	28,668	70.5	74.5	12,158	6,092	6,153	4,551
New York Central	Dec.	10,718	53,991	12,553	75,686	68,003	12,029	7,609	3,492	13,358	8,098	2,308	1,030	31,433	61,500	53,701	81.3	79.0	14,187	5,004	7,183	8,894
	12 mos.	10,714	581,224	124,344	806,926	806,952	117,272	107,313	13,655	162,133	159,459	27,269	12,812	350,908	681,927	688,691	84.5	85.3	125,000	62,027	49,817	40,050
Pittsburgh & Lake Erie	Dec.	221	4,132	93	4,502	3,912	105	288	62	1,126	—1,299	258	78	1,240	2,785	624	61.9	16.0	1,717	1,208	1,379	3,685
	12 mos.	221	42,388	913	45,845	49,020	5,350	5,836	680	12,679	13,509	2,930	872	15,633	37,257	39,933	81.3	81.5	8,588	7,851	10,527	9,981
New York, Chicago & St. Louis	Dec.	2,184	13,637	203	14,321	13,153	1,300	1,820	132	2,355	1,864	334	341	5,121	9,606	9,502	67.1	72.2	4,715	2,451	1,877	1,413
	12 mos.	2,185	154,944	2,085	162,727	160,706	18,663	18,603	1,671	25,714	26,075	3,963	3,706	56,388	109,794	110,305	67.5	68.6	32,933	27,067	22,766	22,394
New York, New Haven & Hartford	Dec.	1,792	8,422	4,889	15,029	15,668	2,614	1,991	420	2,048	2,084	375	169	6,229	11,983	10,916	79.7	69.7	3,045	397	1,315	1,504
	12 mos.	1,793	93,530	51,677	163,420	159,105	25,172	23,801	3,413	25,079	25,536	4,486	2,273	69,005	130,302	127,349	79.7	80.0	33,118	11,679	10,633	7,897
New York Connecting	Dec.	21	448	....	488	1,032	82	51	25	26	20	....	....	111	223	146	45.7	14.2	265	88	213	751
	12 mos.	21	3,742	....	4,084	3,967	1,144	1,278	300	309	222	....	....	1,005	2,492	2,450	61.0	61.8	1,592	987	742	667
New York, Ontario & Western	Dec.	541	526	....	543	541	93	107	17	80	86	23	25	272	501	503	92.3	92.9	42	47	—63	—52
	12 mos.	541	6,756	61	7,047	7,259	1,441	1,397	266	988	1,037	273	302	3,167	6,271	6,486	89.0	89.4	776	440	—433	—455
New York, Susquehanna & Western	Dec.	120	445	43	518	434	56	63	9	67	66	11	10	201	361	360	69.7	83.0	157	30	88	21
	12 mos.	120	4,935	464	5,693	5,416	686	666	70	719	677	135	110	2,439	4,265	4,054	74.9	74.9	1,428	373	597	543
Norfolk & Western	Dec.	2,135	14,712	566	16,121	18,156	2,719	2,520	428	2,579	2,552	598	303	5,172	11,510	11,544	71.4	63.6	4,611	2,993	2,709	2,454
	12 mos.	2,135	180,745	5,478	195,651	206,595	28,716	27,319	3,819	40,203	39,027	7,087	3,616	58,349	138,580	138,258	70.8	66.9	57,070	39,557	28,547	29,956
Norfolk Southern	Dec.	620	975	....	996	1,017	453	195	160	216	157	27	56	292	1,119	821	112.3	80.7	—122	56	—214	80
	12 mos.	641	11,511	....	11,699	11,613	2,660	2,190	307	1,528	1,457	290	582	3,622	9,367	8,814	80.1	75.9	2,332	1,155	621	853
Northern Pacific	Dec.	6,881	13,650	715	15,951	15,977	2,469	2,158	322	3,063	2,440	413	366	6,263	12,928	10,998	81.0	68.8	3,024	2,358	771	2,201
	12 mos.	6,883	156,552	7,149	177,869	173,748	29,108	27,144	3,347	34,395	32,947	4,883	3,778	67,578	143,249	137,143	80.5	78.9	34,619	22,549	15,425	16,331
Northwestern Pacific	Dec.	331	889	5	928	810	320	259	22	100	109	5	6	562	1,008	791	108.6	97.6	—80	Cr 1	—232	86
	12 mos.	331	12,774	77	13,253	11,591	3,251	2,830	215	1,279	1,195	50	66	5,477	10,279	9,284	77.6	80.1	2,974	1,484	14	457
Oklahoma City-Ada-Atoka	Dec.	132	80	....	81	98	30	18	7	2	4	....	2	23	62	82	76.9	83.9	19	17	—13	2
	12 mos.	132	1,115	....	1,124	1,189	274	266	35	43	54	....	22	278	667	675	59.3	56.8	457	230	90	171
Pennsylvania	Dec.	10,089	66,407	14,160	90,837	93,024	9,628	9,436	1,624	25,904	21,063	2,978	762	40,168	80,146	78,690	88.2	84.6	10,691	6,630	2,063	3,607
	12 mos.	10,117	767,359	156,316	1,028,750	1,044,387	128,795	127,694	16,154	236,387	253,908	33,944	15,209	444,691	865,886	892,946	84.2	85.5	162,864	69,729	74,930	59,520
Pennsylvania-Reading Seashore Lines	Dec.	364	661	120	809	760	277	329	17	93	104	15	10	563	979	1,000	121.0	131.7	—170	133	—441	—461
	12 mos.	364	7,496	2,283	10,149	10,535	2,614	2,700	309	1,175	1,153	183	129	6,927	11,275	11,488	111.1	109.0	—1,126	1,460	—4,167	—3,778

REVENUES AND EXPENSES OF RAILWAYS

(Dollar figures are stated in thousands; i.e., with last three digits omitted)

MONTH OF DECEMBER AND TWELVE MONTHS OF CALENDAR YEAR 1952

Name of Road		Average mileage operated during period	Operating Revenues: Freight	Pass.	Total(inc. misc.) 1952	Total(inc. misc.) 1951	Operating Expenses: Maint. Way and Structures: Total 1952	Total 1951	Deprec. and Retirements	Maint. Equipment: Total 1952	Total 1951	Deprec. and Retirements	Traffic	Transportation	Total 1952	Total 1951	Operating ratio 1952	Operating ratio 1951	Net from railway operation	Railway tax accruals	Net railway operating income 1952	Net railway operating income 1951
Pittsburg & Shawmut*	Dec.	97	181	....	181	174	23	27	3	86	57	9	3	63	192	167	105.8	95.8	—10	Cr 8	25	37
	12 mos.	97	2,228	....	2,238	2,366	430	405	60	645	614	106	41	624	1,857	1,841	83.0	77.8	381	112	601	543
Pittsburgh & West Virginia	Dec.	132	687	....	699	667	127	105	23	193	198	36	53	186	594	567	85.1	85.0	104	Cr 85	202	96
	12 mos.	132	8,387	....	8,510	8,702	1,443	1,665	284	2,066	2,197	422	623	2,209	6,680	7,140	78.5	82.1	1,831	881	1,399	1,212
Reading	Dec.	1,317	10,314	688	11,742	12,643	1,735	1,614	96	2,360	2,255	431	162	4,735	9,438	9,009	80.4	71.3	2,305	836	1,348	1,301
	12 mos.	1,321	116,810	6,981	131,954	131,178	19,581	19,949	2,861	25,784	26,657	4,918	1,836	50,214	102,152	104,063	77.4	79.3	29,802	15,311	15,767	13,319
Richmond, Fredericksburg & Potomac	Dec.	118	1,271	713	2,380	3,025	299	313	26	286	248	67	23	726	1,462	1,366	61.4	45.2	917	Cr 226	1,027	629
	12 mos.	118	17,394	7,049	28,153	27,669	4,081	3,640	294	3,622	3,340	666	256	8,488	18,096	17,443	64.3	63.1	10,057	4,810	3,984	3,317
Rutland	Dec.	397	354	18	447	415	84	74	20	80	80	14	20	185	414	439	92.5	105.7	33	26	—13	—75
	12 mos.	397	4,552	226	5,659	5,828	942	985	125	958	986	172	234	2,748	5,206	5,437	92.0	93.3	453	349	—111	—221
Sacramento Northern	Dec.	264	387	1	396	219	93	104	54	15	22	4	3	116	235	280	59.4	127.7	161	13	129	—98
	12 mos.	264	3,340	1	3,444	3,447	801	687	139	178	308	49	27	1,110	2,230	2,297	64.7	66.6	1,214	178	773	697
St. Louis-San Francisco	Dec.	4,601	10,044	534	12,025	11,400	1,691	1,493	162	1,524	1,888	237	334	3,929	8,042	7,807	66.9	68.5	3,983	1,655	2,346	2,003
	12 mos.	4,601	111,609	6,815	129,264	124,120	20,143	20,373	2,062	20,856	21,106	5,469	3,618	45,618	96,158	96,719	74.4	77.9	33,106	15,547	17,376	12,643
St. Louis, San Francisco & Texas	Dec.	159	463	7	506	350	70	64	3	37	31	1	32	211	356	326	70.4	93.3	150	59	41	26
	12 mos.	159	5,063	80	5,514	4,795	621	621	60	442	430	12	262	1,903	3,366	3,302	61.0	68.9	2,148	793	716	356
St. Louis Southwestern Lines	Dec.	1,569	6,271	34	6,536	5,988	779	871	103	719	574	104	174	1,605	3,473	3,462	53.1	57.8	3,063	1,243	1,617	574
	12 mos.	1,569	70,273	428	73,590	69,751	8,998	8,971	815	7,743	7,975	1,172	2,015	19,972	41,009	42,597	55.7	61.0	32,581	16,395	13,518	8,662
Seaboard Air Line	Dec.	4,080	11,653	1,388	14,427	13,899	3,934	1,868	2,257	2,397	2,494	649	361	4,527	11,824	9,855	82.0	70.9	2,603	Cr 358	2,662	3,858
	12 mos.	4,139	133,259	15,219	160,584	149,337	25,422	23,789	4,183	28,995	26,260	7,153	4,105	51,450	116,886	111,211	72.8	74.5	43,698	18,319	23,041	19,185
Southern Ry	Dec.	6,299	21,271	1,609	24,955	25,231	1,453	3,135	1,059	3,905	2,958	735	448	7,154	14,419	14,890	57.8	59.0	10,536	5,218	4,787	4,570
	12 mos.	6,305	230,743	20,089	271,624	262,289	34,482	36,601	4,645	48,573	49,388	9,050	5,245	88,668	188,102	191,964	69.3	73.2	83,522	43,353	36,377	27,947
Alabama Great Southern	Dec.	326	1,610	88	1,859	1,909	76	231	—28	382	346	74	36	574	1,149	1,224	61.8	64.1	710	431	321	420
	12 mos.	326	16,980	1,087	19,738	19,958	2,720	3,670	239	4,157	4,732	946	406	6,152	14,518	16,227	73.6	81.3	5,220	3,158	2,058	1,399
Cinn., New Orleans & Texas Pacific	Dec.	337	4,012	205	4,468	3,820	—4	427	89	764	346	180	74	1,050	2,047	1,924	45.8	50.4	2,421	1,726	801	1,248
	12 mos.	337	40,726	2,402	45,598	43,959	5,066	5,286	494	10,057	9,678	2,155	856	11,749	29,290	28,988	64.2	65.9	16,308	10,719	6,964	6,529
Georgia Southern & Florida	Dec.	397	668	82	844	905	—100	56	30	60	53	7	8	263	257	343	30.5	37.9	587	307	138	206
	12 mos.	397	7,379	982	9,197	8,485	1,641	1,799	117	823	790	108	96	2,772	5,566	5,515	60.5	65.0	3,631	1,268	908	741
New Orleans & Northeastern	Dec.	203	1,121	56	1,261	1,239	3	148	34	131	47	26	21	239	448	465	35.6	37.6	813	581	193	361
	12 mos.	203	11,165	676	12,621	13,296	1,699	1,717	205	1,518	1,458	326	231	2,765	6,778	6,897	53.7	51.9	5,843	3,835	1,801	2,113
Southern Pacific	Dec.	8,113	38,135	3,860	45,593	36,038	5,370	5,425	826	9,901	9,165	1,637	917	17,721	36,090	33,551	79.2	93.1	9,504	3,614	5,106	4,344
	12 mos.	8,118	468,238	44,403	551,859	509,022	62,562	58,398	6,473	110,726	106,778	18,711	10,030	206,806	414,586	395,010	75.1	77.6	137,273	66,841	58,096	45,382
Texas & New Orleans	Dec.	4,291	11,316	726	13,022	11,213	2,262	1,619	437	1,634	1,458	86	311	4,807	9,628	8,185	73.9	73.0	3,394	1,281	1,259	2,277
	12 mos.	4,291	129,980	8,493	148,500	138,649	22,938	21,214	2,299	20,291	20,776	1,049	3,147	52,225	105,364	104,296	71.0	75.2	43,136	18,829	13,587	11,179
Spokane International	Dec.	152	182	1	201	199	29	93	2	26	27	8	7	60	134	194	66.7	97.8	67	14	36	19
	12 mos.	152	2,720	13	2,897	2,615	677	715	31	267	250	97	62	796	1,929	1,833	66.6	70.1	967	264	498	362
Spokane, Portland & Seattle	Dec.	944	1,976	116	2,277	2,763	325	405	56	293	328	94	30	930	1,672	1,848	73.4	66.9	605	280	153	268
	12 mos.	940	27,874	1,162	30,922	30,823	4,869	5,050	686	3,924	3,729	1,108	338	9,650	19,885	19,516	64.3	63.3	11,037	4,086	5,805	5,608
Tennessee Central	Dec.	286	477	3	509	448	103	94	7	71	70	20	13	152	362	368	71.0	82.1	148	77	22	—11
	12 mos.	286	5,145	40	5,495	5,234	1,116	1,095	64	784	820	234	142	1,750	4,057	4,070	73.8	77.8	1,438	486	496	420
Texas & Northern	Dec.	8	130	....	139	96	7	5	....	10	9	3	1	20	42	43	30.4	44.2	96	53	26	19
	12 mos.	8	1,208	....	1,341	1,399	66	139	1	113	139	29	11	295	543	699	40.5	50.0	797	405	234	200
Texas & Pacific	Dec.	1,834	6,482	447	7,704	6,850	840	970	105	1,087	1,192	246	180	2,309	4,750	4,883	61.7	71.3	2,954	1,016	1,597	1,011
	12 mos.	1,834	71,845	4,690	83,626	77,567	11,232	10,578	1,268	13,398	12,169	2,993	2,167	25,991	56,704	54,298	67.8	70.0	26,922	10,083	13,328	9,910
Texas Mexican	Dec.	162	272	....	287	273	47	93	7	35	24	9	11	91	205	200	71.5	73.2	82	54	7	...
	12 mos.	162	3,313	....	3,530	3,314	801	883	73	399	398	100	104	817	2,360	2,339	66.8	70.6	1,170	541	359	285
Toledo, Peoria & Western	Dec.	239	696	....	707	462	116	45	—5	51	46	10	61	144	440	365	62.2	79.1	267	126	100	—45
	12 mos.	239	7,006	....	7,118	6,681	1,222	1,097	63	541	468	112	553	1,562	4,324	4,156	60.8	62.3	2,793	1,289	975	782
Union Pacific	Dec.	9,824	40,111	3,652	49,021	44,720	6,418	4,391	945	8,647	7,983	1,213	928	17,817	36,031	32,201	73.5	72.0	12,989	7,233	4,343	3,413
	12 mos.	9,817	438,729	39,604	520,221	505,198	73,697	65,912	6,947	93,611	93,090	14,135	10,836	185,125	389,840	376,872	74.9	74.6	130,381	79,958	32,761	34,250
Utah	Dec.	110	206	....	206	195	16	10	2	52	60	9	1	68	145	179	70.1	91.7	62	8	53	10
	12 mos.	110	1,564	....	1,567	1,420	271	183	24	546	573	90	10	671	1,591	1,517	101.5	106.8	—24	112	—10	—81
Virginian	Dec.	611	3,472	2	3,581	4,240	325	554	59	772	941	176	48	852	2,082	2,659	58.1	62.7	1,500	975	780	708
	12 mos.	611	42,491	23	44,055	47,410	5,426	5,715	707	10,179	10,438	2,078	545	10,298	27,541	28,145	62.5	59.4	16,514	10,240	8,493	9,028
Wabash	Dec.	2,393	8,771	499	10,184	9,871	1,054	869	124	1,275	1,144	353	302	3,962	7,033	6,535	69.1	66.2	3,152	395	2,284	1,978
	12 mos.	2,393	101,735	5,157	115,885	111,023	14,852	15,537	1,374	15,243	14,228	4,131	3,467	46,665	84,701	83,151	73.1	74.9	31,184	11,930	13,617	10,064
Ann Arbor	Dec.	294	784	....	794	685	18	70	—2	171	172	30	29	322	561	602	70.6	87.9	233	Cr 107	312	150
	12 mos.	294	7,496	10	7,628	9,207	1,170	1,157	185	1,441	1,343	359	308	3,259	6,400	6,906	83.9	75.0	1,229	261	833	979
Western Maryland	Dec.	831	4,157	10	4,437	4,085	548	453	42	784	789	185	91	1,388	3,030	2,776	68.3	68.0	1,407	780	834	817
	12 mos.	831	44,899	112	47,559	47,725	5,665	6,202	612	9,500	9,598	2,063	1,048	15,018	33,472	33,592	70.4	70.4	14,088	8,170	8,697	8,271
Western Pacific	Dec.	1,193	4,680	218	5,000	4,941	797	670	131	703	621	126	179	1,438	3,416	3,074	68.9	62.2	1,554	828	638	723
	12 mos.	1,193	51,828	3,108	56,245	55,747	9,594	7,612	1,039	7,802	7,831	1,384	2,218	16,280	38,797	35,967	69.0	64.5	17,448	9,075	7,102	7,729
Wisconsin Central	Dec.	1,046	2,358	50	2,589	2,337	411	344	43	444	423	67	72	1,080	2,133	2,109	82.4	90.2	455	125	162	—124
	12 mos.	1,046	28,757	541	31,205	30,991	4,416	4,433	834	5,168	5,431	779	827	12,884	24,567	25,060	78.7	80.9	6,638	2,055	2,708	2,109

NEW YORK

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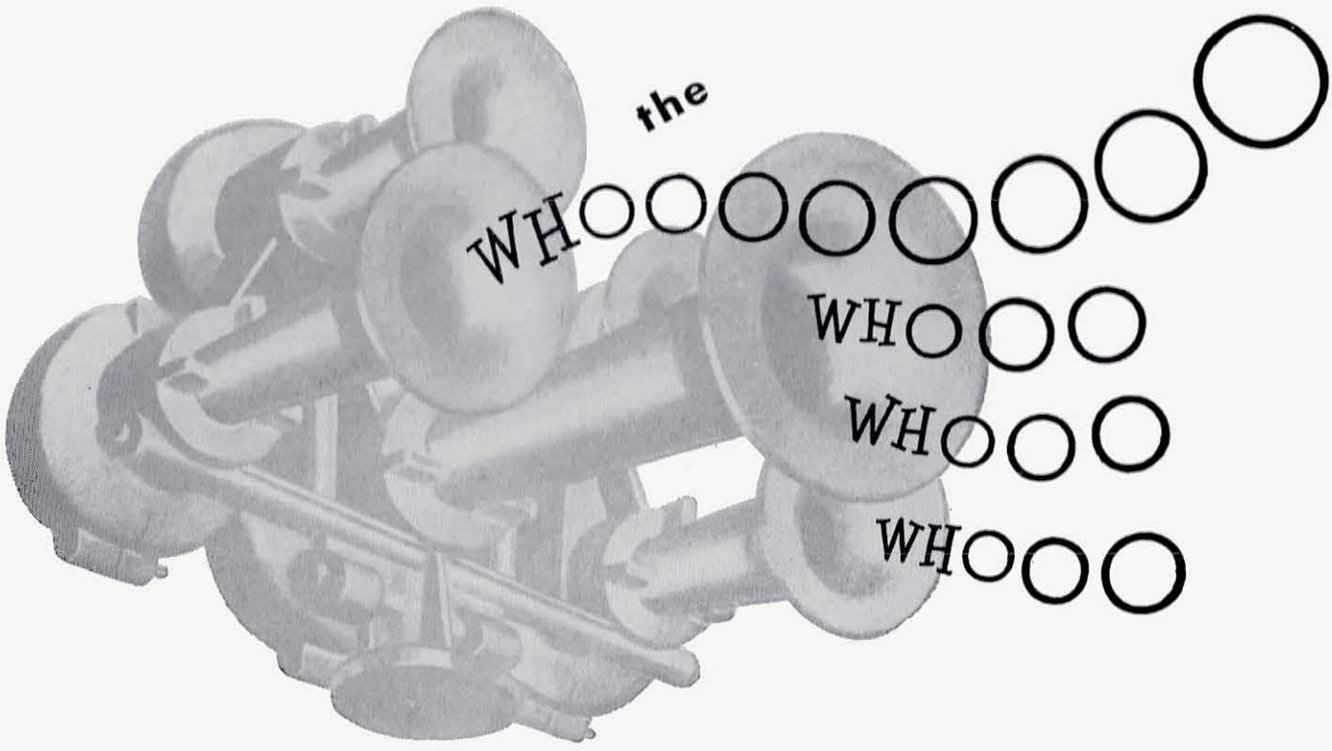

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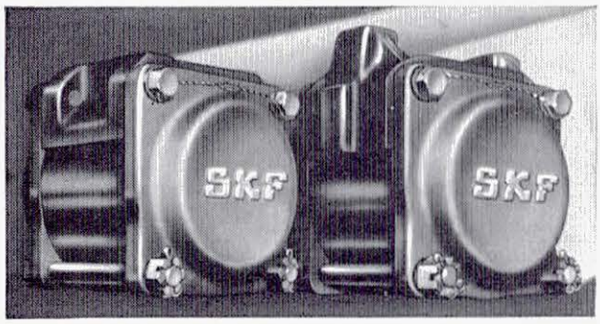

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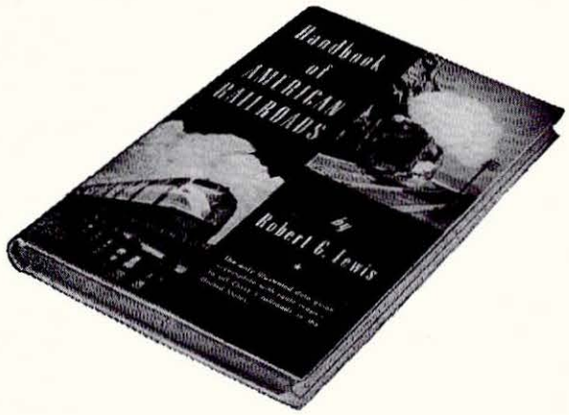

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Benchmarks and Yardsticks

ABOUT PEOPLE IN THE PUBLIC EYE there doesn't seem to be much agreement over just who is "humanitarian" and who is "selfish." Often the terms "democratic" or "liberal" are used as synonyms for "humanitarian"—and "conservative" or "reactionary" are frequently taken as synonymous with "selfish."

Sometimes this intermingling of terms may be accurate enough. For example, perhaps there are some "conservatives" who don't want the government spending money to relieve distress—not because they object to political invasion of the field of charity, but because they're just too stingy to want to give up anything to assuage the needs of others. Some of the railroads that have joined other businesses in going to the aid of private educational institutions are demonstrating that "conservative" (which the leaders of these railroads doubtless are) is not the same thing as "selfish."

On the other hand, it is a notorious fact that a lot of people who have classified themselves as "liberals" and "humanitarians"—are liberal and humanitarian only with other people's money, never with their own. Their obvious interest is not in giving but in getting credit for a liberality which is no part of their nature.

But the most questionable characters of all, of course, are those who are out after "public improvements" which are to their selfish advantage, but are not in favor of any contributions—public or private—to genuine charitable causes. The business world is shot through with such people—practically all of whom lay claim to the "conservative" label. The worst disservice any true "conservative"—who is also a humanitarian and a friend of freedom—can do to his cause is to let these phony "conservatives" go unchallenged in their claim to this classification.

Educational institutions, hospitals and other charitable enterprises are going to be supported in some manner which, in the long run, means out of the pockets of the people. There isn't any point in doing these things by compulsion—i.e., through government—if private citizens and businesses are willing to assume the burden without compulsion. One reason that school taxes are no higher than they are is the willingness of some people to send their children at their own expense to private or church schools.

The same thing goes even more strongly for economic services—why pay for them coercively, through taxation, to the extent that experience shows that users are perfectly willing to pay tolls or other charges for the use of these services, rather than go without them? J. G. L.

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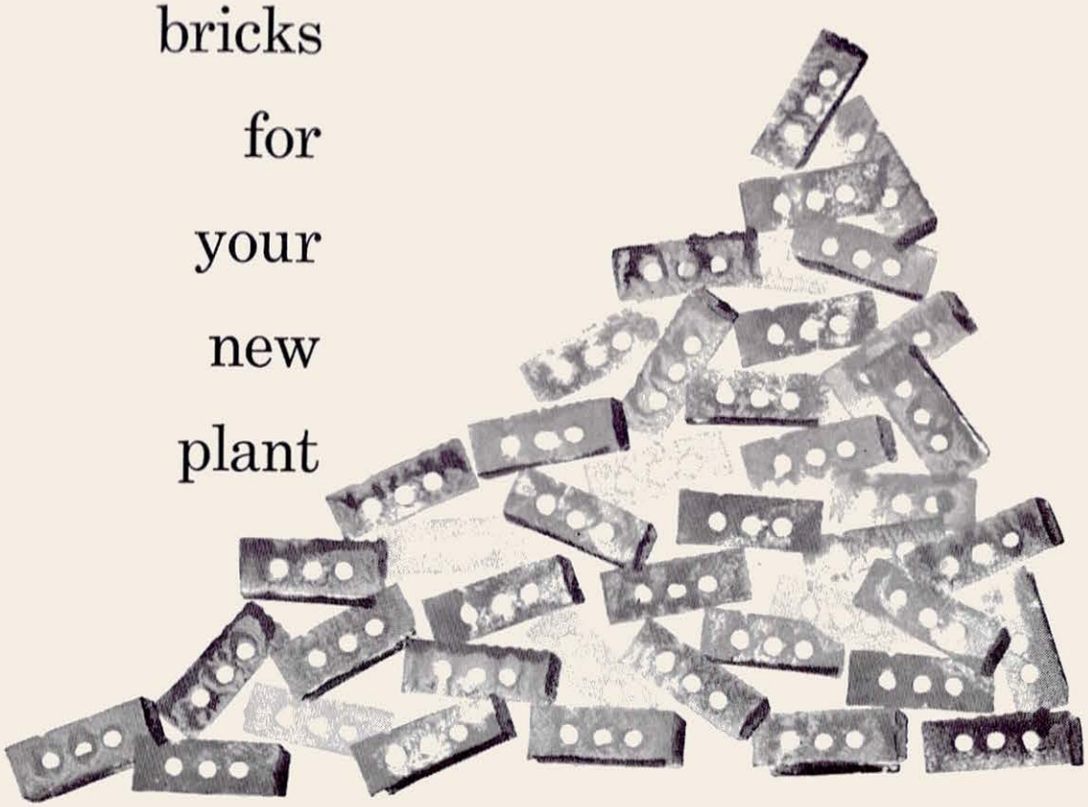
you
start
laying
bricks
for
your
new
plant



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FREIGHT CAR PRODUCTION — CAN THE "VICIOUS CIRCLE" BE BROKEN?

The program of new freight-car building set up by the member railroads of the Association of American Railroads in the summer of 1950, following the outbreak of warfare in Korea, contemplated building up the ownership of the Class I roads to 1,850,000 cars. It called for a production of 10,000 new cars per month. Had this rate been reached at an early date and continued, the goal might well have been attained by the middle of this year. But no such production was realized for more than a month or two at a time. Total production of freight cars for domestic service in the United States was only 96,000 in 1951 and 78,000 in 1952.

In the meantime, the A.A.R., at a member meeting on November 21, 1952, renewed its adherence to the goal adopted in 1950 and, if the production of 10,000 new freight cars a month can be established by this fall, expects to attain it by the end of 1954. This implies retirements at the rate of about 5,000 cars a month.

Four Points on the Circle

It is now the middle of the first quarter of 1953. With conditions as they are, is the prospect favorable for the attainment of its goal by the A.A.R.? An answer to this question requires a look at the factors affecting the ability to produce freight cars at or near a rate of 10,000 a month. Among these are plant capacity, labor supply, availability of materials, and adequate orders for cars from the railroads.

At no time since the A.A.R. program was first announced has there been any question as to the adequacy of plant facilities to meet any program of car production for which material and labor could be made available. The goal of 10,000 new cars per month, so far unattained, is little more than 70 per cent of the total production which could be turned out from the available facilities, builder and railroad, if sufficient material and an adequate force of workers were available.

If material for the program of 10,000 new cars per month were consistently available, an adequate supply of labor could probably be built up. If production declines and the rate becomes uncertain, forces reduced in conformity therewith may become progressively more difficult to build up. This will depend in part upon national policy with respect to military personnel.

Materials a Real Difficulty

The real difficulty in attaining an output of 10,000 new freight cars per month has been the inability to secure sufficient material. Steel allocations during 1952 were made at the rate of 9,000 cars per month during the first quarter, 6,600 cars per month during the second quarter, and 5,600 a month during the third quarter. In his eighth quarterly report Henry H. Fowler, director of defense mobilization, said recently that the production of new freight cars "is expected to rise during the first half of 1953, approaching 9,000 per month by the end of June." This is a promising announcement. An element of uncertainty, however, is the possible expiration of the Controlled Materials Plan following the second quarter. Indeed, with the plan in effect, it has not always been possible to "cash" the allocation "check" for its full value in terms of steel in complete car sets.

It is difficult to appraise the situation with respect to freight-car orders, because it is affected, in turn, by the

Next Week—Something New and Better

The *Railway Age* you'll get next week, March 2, will be unusually thin; and the next issue after that will be unusually thick.

We are, to be brief, inaugurating a new publishing policy for *Railway Age*—under which all issues will, as heretofore, present the week's railway news; but the longer "feature" articles will be concentrated in alternate weeks, instead of being spread out through all 52 issues. The March 2 issue will be the first of the "news only" variety. March 9 will be a "feature and news" issue, and so on thereafter.

This publishing program—followed by many successful industry weeklies—has the advantage to the reader that all "feature" issues can be made large enough to be representative of all departments of railroading, which is obviously not possible when such articles have to be spread throughout 52 issues in a year. Readers of weekly publications in other industries have indicated their liking for this publishing program. We concluded that *Railway Age* readers should be given an opportunity to see how they like it.

There will be no decrease, and we expect an increase, in the total number of subjects we will be able to report upon; and—with the aid of one of the country's most competent authorities on magazine presentation and styling—we expect *Railway Age* will henceforth be more interesting, more convenient and more valuable to its readers than ever.

After you've seen a few issues under the new program, we'd appreciate word from you about how you like it.

We believe you will, of course; otherwise we'd not be making the experiment.—EDITOR

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rate of production. On January 1, 1952, undelivered orders were on hand for 123,947 cars. On December 1, after months of low production, the backlog was down to 87,657. On February 1, 1953, it stood at 77,414. At no time in 1952 were orders placed for as many as 9,000 cars in any one month; the average for the year was less than 4,000 cars per month. Deliveries during this period have scarcely been an inducement for the railroads to go on piling up orders—deliveries of which were improbable in less than a year and a half or two years—certainly not when carloadings were declining.

Implementing the renewal of its adherence to the new-car acquirement program of 1950 the A.A.R., following its November 21 meeting, undertook a study to determine how many of what kind of cars were needed by each railroad in conformity with the program. The results of this study are now being made available to the railroads. To the extent that the railroads have been withholding orders awaiting this information, it should begin to be reflected in orders placed during February and March.

Other factors affecting prospective freight-car orders are the sharp drop in carloadings during December and January as compared with the same months a year earlier. Car surpluses began to build up in December and reached high values in January. While these surpluses are seasonal, the probability is that loadings will be off during the remainder of the year, as compared to 1952 as those in 1952 were off from those in 1951 (except as major strikes prevailed), with the prospect of even less severe shortages than were encountered last year.

Another factor which may tend to retard orders for new freight cars is uncertainty as to the continuation of the accelerated amortization provisions applicable to defense facilities included in the tax law passed in September 1950. Assurance of a continuation of this provision would undoubtedly influence the release of freight-car orders. The uncertainty as to the permanency of the 15-per cent freight rate increase is also a deterrent to embarkation upon capital-expenditure projects.

The interplay of these forces has produced something in the nature of a vicious circle which, up to now, no one has been able or willing to break. Even though the present backlog of orders represents less than eight 10,000-car months, if steel can be secured by the car builders up to full allocations now in force, a break will have been made which will remove one powerful deterrent to the placing of orders by the railroads. But whatever else may be done will be futile in the end unless orders for freight cars are placed by the railroads in sufficient numbers to support the program.

"There is an endeavor in some quarters to make it appear that the railroads are engaged in a colossal conspiracy to drive other forms of transportation out of business. That is preposterous nonsense. Nothing could be farther from the truth. We in the railroad industry recognize that the American economy today requires the use of all forms of transportation. Everybody knows that. From a near-monopoly 30 years ago, transportation has become a fiercely competitive business, and we of the railroad industry say 'let competition reign,' but let it reign so that all forms have an equal opportunity, and then let the chips fall where they will. Is that unreasonable?"—*From an address by William White, president, New York Central System, at a meeting of the Transportation Association of America.*

This car inspector is in instant touch with his foreman and other inspectors, by a brand-new combination of radio and loudspeakers. His portable radio transmitter and batteries are in pouches carried at his belt, and he uses a "palm-size" microphone to report defects he finds on cars.

Frisco's Radio-Loudspeaker System Allows . . .

Faster Car Inspection

New combination use of radio with loudspeakers ends isolation of car inspectors

A novel communication system for expediting the inspection of cars has been developed by the Frisco and installed in its Kansas Avenue yard at Springfield, Mo. Each car inspector is equipped with a lightweight portable radio transmitter set, which he carries with him as he makes his inspection of a train. If he finds a defect on a car, he speaks into his microphone, and his message is transmitted by radio to a fixed radio receiving station. His message is then reproduced on paging-type loudspeakers, 27 of which are on poles at various locations in the yard and five are in offices, one of these being in the car foreman's office.

The inspector's report of a defect is heard not only by the car foreman but also by other car inspectors working on the train and other yard employees who are interested. When the foreman hears an incoming report concerning a defect on a car, he speaks into the microphone on his desk, and his statement is broadcast on all the fixed loudspeakers in the other four offices and at the 27 poles throughout the yard.

Heretofore, when an inspector had completed his job he had to walk, perhaps, half the length of the yard to reach a telephone to report bad order cars to his foreman. Three or four inspectors usually work a train; therefore the foreman had to wait until all men had phoned in before he could call the yardmaster with the list of defective cars. With the new communication system, all the inspectors working on a train report defects as they find them, and then report when they finish their work on the train. Thus, the foreman can prepare his list for the yardmaster at once.

Blue Flags—Plus

The new system also has a safety feature. Should an inspector spot a defect that he can remedy himself, he simply announces over the microphone that he is working on a particular car or is between cars. Locomotive crews and other inspectors in the area hear the warning as it comes out over the paging horns. This eliminates

Car inspector's reports are picked up by central radio receiving station and are reproduced by 32 loudspeakers throughout the yard and offices.

Loudspeaker on car foreman's desk reproduces report from inspector, and the foreman's reply into his microphone is reproduced by the loudspeakers throughout the yard.

the time wasted by an inspector in having to walk to the end of the train to set up a blue flag (indicating that a man may be between the cars) as he merely calls to one of the other inspectors near the end of the train asking him to set the flag in place. (He gets a reply that this has been done.)

Inspector's Equipment

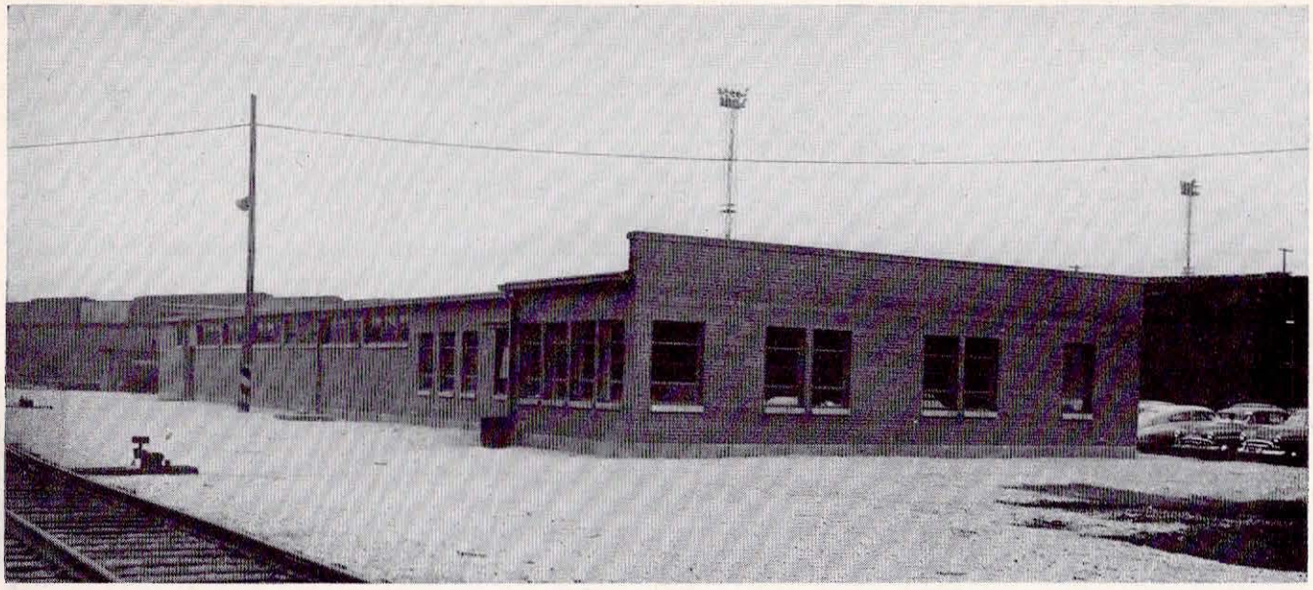
The new system is also of considerable assistance to the inspectors in making a terminal test when the train is ready to move. An inspector, stationed in the caboose, merely uses his radio in connection with the paging loudspeakers throughout the yard to talk to the man in the cab of the locomotive, regardless of the length of the train, and thus inform the engineer when the gage in the caboose indicates the proper pressure for testing the brakes.

The radio used by each car inspector consists of a Type F-1 pocket transmitter, made by the General Railway Signal Company. This device is inclosed in a canvas pouch, and the batteries are in a second similar pouch, these two pouches being attached to the inspector's belt with a shoulder strap. A flexible wire connection extends from the radio set to the small palm-type microphone, which normally can be carried in the man's pocket.

These small radio transmitters operate on a separate frequency, so that they do not interfere with the other yard radio. The power output is 0.1 watt. A range of a mile is adequate, but the device has been tested to two miles. The dry-type batteries to operate the radio transmitter are carried in the second pouch at the inspector's belt. These batteries have no rated life, but the Frisco's experience is that the "A" battery lasts about 30 days and the "B" battery about 60 days.

At a central location in the yard there is a tower on which is mounted the antenna for the fixed radio receiver equipment. This equipment is the G.R.S. Type G and the antenna is the triple-skirt type furnished by the same company. The microphone which the car foreman uses to speak out over the yard loudspeakers is a Shure 520-SL, and the paging amplifier is a Bogen HO-125. The outdoor paging speakers are University PA-30 with University PH reflex trumpets. These speakers, rated at 30 watts, are not used at their full output, so that undoubtedly smaller ones might be adequate. The indoor speakers are Racon MN-15B, rated at 20 watts.

This system of communications for expediting car inspection was conceived and installed entirely by the Frisco's communication department. The benefits are proving to be so important that similar installations are now being planned for other principal yards on the Frisco.



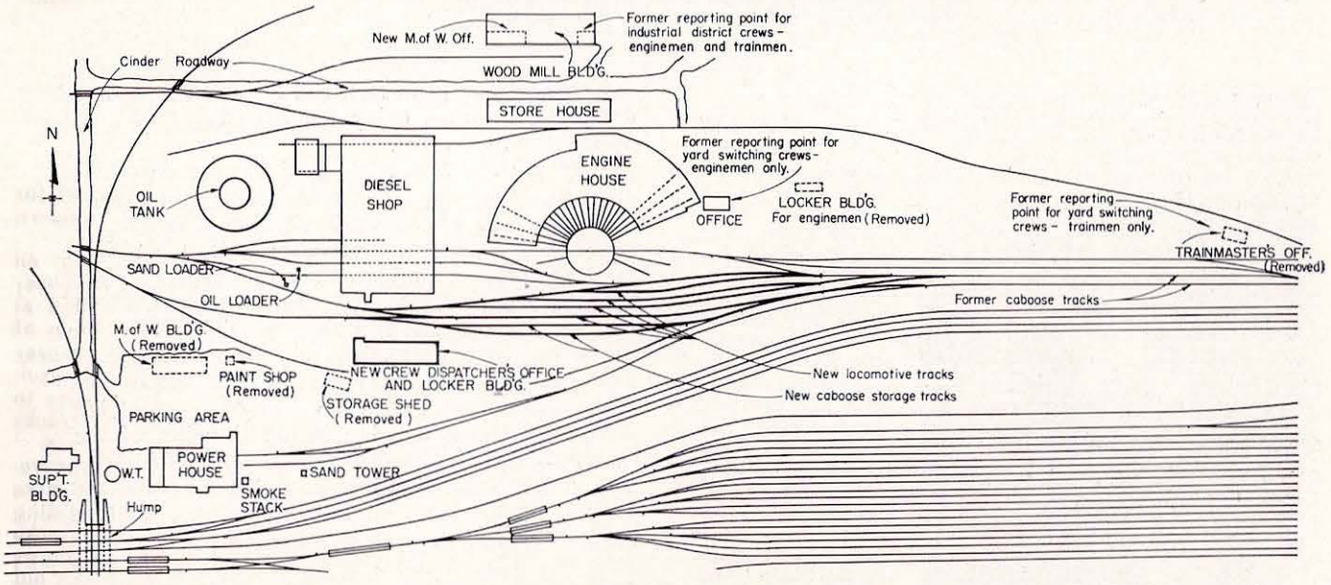
The new crew-dispatcher's building is a one-story face-brick structure with architectural-projected windows. The track in the left foreground leads to the new caboose and locomotive made-ready tracks. Elevated tracks in background are the westbound hump approach tracks.

Operating Advantages from

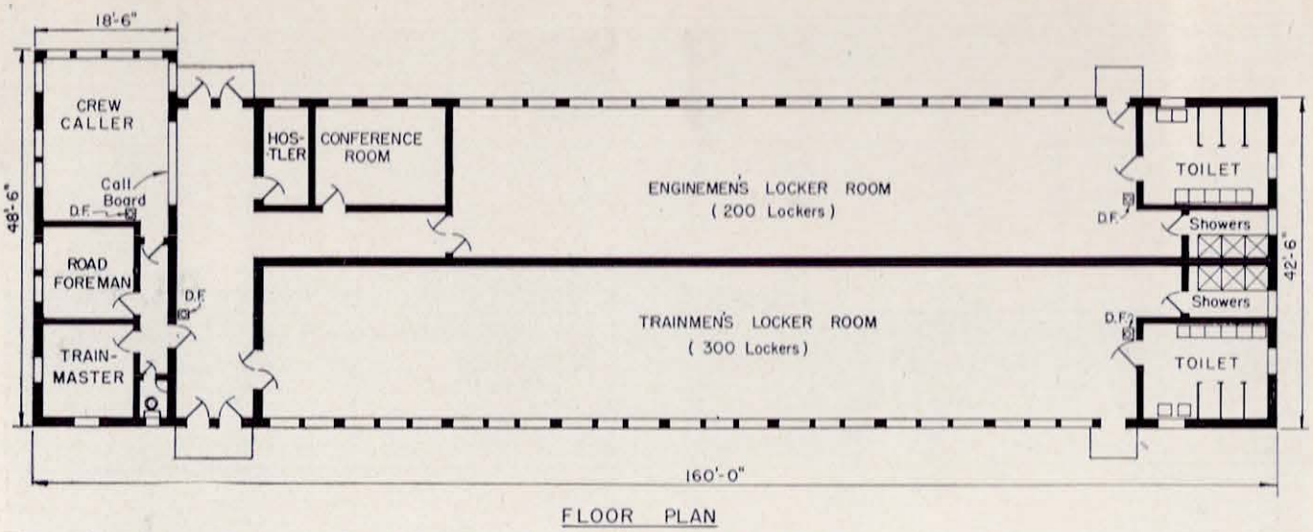
New Crew-Dispatching Building

Formerly separated reporting points and welfare facilities for enginemen and trainmen now centralized in a single structure

Through track changes and construction of a new crew dispatcher's office and welfare building at its Clearing yard, the Belt Railway of Chicago has effected three-fold benefits with an expenditure of about $166,000. The trainmen and enginemen now report at one centralized location instead of the separated reporting points formerly used. Moreover, the outbound locomotives and the cabooses are within short walking distance from the

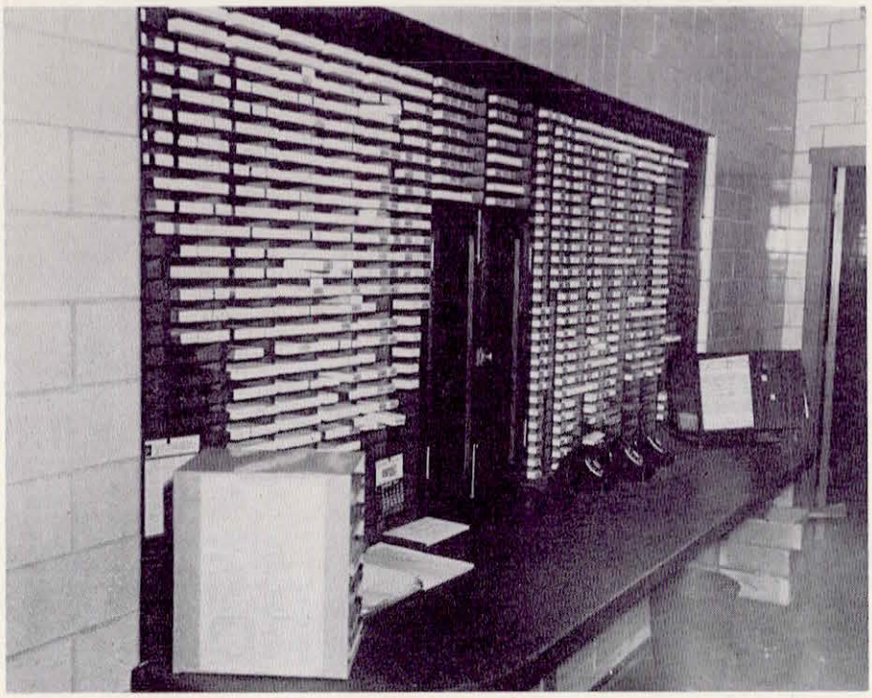


This part of Clearing yard included various scattered points where the enginemen and trainmen formerly reported for duty. New tracks and the new crew-dispatcher's building now provide better control and efficiency.



FLOOR PLAN

Floor plan of the recently completed crew-dispatcher's office and welfare building.



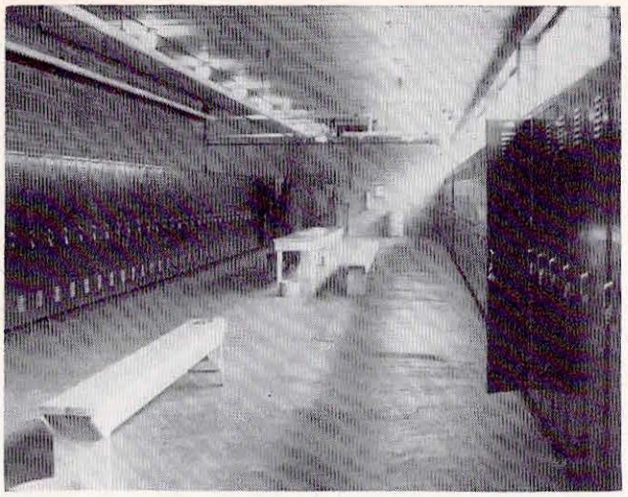
The call board has small wood blocks to indicate the members of all crews. Enginemen, firemen and hostlers are shown on the near side of the panel, yardmasters, train directors and switch tenders in the small compartments over the window, and conductors and brakemen on the far side. Each compartment includes three to four blocks. The blocks in the compartments on the engine-crew's side of the call board show the train number, the engineman, and the fireman, and those on the trainmen's side show the train number, the conductor and the two brakemen. In addition to those men lined up for duty, the board also shows which men are off duty or on vacation, those who are "bumped," and those on the extra lists.

From the hall side of the call board, through a glass panel, the men can see to what crews they are assigned. The smaller glass-paneled wall cabinet just beyond shows the seniority lists of the trainmen, enginemen and firemen. Each man on both lists is assigned a number according to his seniority service date, and this number is used on the block bearing his name on the call board.

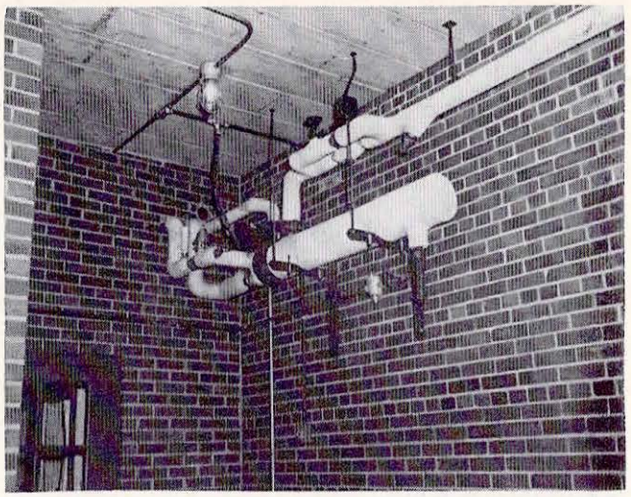
point where the enginemen and trainmen now report for duty, and the men enjoy the advantages of a modern wash-and-locker room.

Formerly the industrial district crews reported at an office in an old wood mill north of the old roundhouse; the enginemen of the yard-switching crews reported at an office east of the roundhouse; while the trainmen of the latter crews reported at the trainmaster's office near the east end of the existing caboose tracks. From each location the men had to walk a considerable distance to the locomotive made-ready tracks or to the caboose tracks before they could actually board their respective units.

But that has all been changed by the recent improvements. The accompanying layout drawing of the area shows how the crew dispatcher's and welfare building has been located within a short distance of new tracks for made-ready locomotives and cabooses. It also shows the locations of the former reporting points and the old caboose tracks. With the new track arrangement the men walk only 200 to 300 ft. as compared with as much as 1,200 ft. under the old arrangement.



Locker room plans call for a double bank of lockers to be placed between the present sidewall banks, and more benches and tables.



The hot-water heater will furnish an ample supply for all lavatories and showers in the building at the rate of 440 gal. per hr.

The new one-story crew dispatcher's office and welfare building houses the crew caller, road foreman, trainmaster and hostlers, and provides separate wash-and-locker facilities for the enginemen and trainmen. The building also has a conference room, 13 ft. by 17 ft.

The new structure is fireproof and has a concrete floor and face-brick walls, both exterior and interior, except that the inside wall surfaces in the small offices, toilets and shower rooms are faced with Arketex ceramic tile. The roof structure is of Flexicore slabs overlaid with Fiberglas insulation and a built-up tar-and-gravel surface. The concrete floor is finished with a red pigmented surface hardener. Heat is furnished by a supply line from the nearby diesel shop to wall convectors in the smaller rooms and to Modine ceiling cabinets in the two locker rooms.

A Bell & Gossett Model SU-64-2 hot-water heater supplies all the hot water needed for the showers and lavatories. It is set by thermostat to a 160-deg. temperature and furnishes hot water instantly, the water passing through copper coils heated by steam. A circulating pump keeps the water moving so that it stays hot at the outlets. Moisture-proof light fixtures were installed in the locker and the shower rooms.

Some of the existing trackage was rearranged and new tracks were constructed to produce two caboose tracks and four tracks for locomotives. One locomotive track is used for movements to the enginehouse and for a running track. Another is used solely for the industrial district runs. A third is used by inbound engines and the fourth by outbound.

To provide a parking lot of adequate size, it was necessary to remove three existing maintenance-of-way buildings which housed the roadmaster and his staff, a carpenter shop, a paint shop and a storage shed. New quarters for these men and facilities were provided in an existing brick building known as the wood mill, which was extensively remodeled.

The construction work was carried out under the general direction of A. B. Hillman, chief engineer of the Belt, and D. E. Perrine, assistant chief engineer. Building work was done under contract by the Ellington Miller Company, Chicago, and the track work was done by railroad forces.

New Book . . .

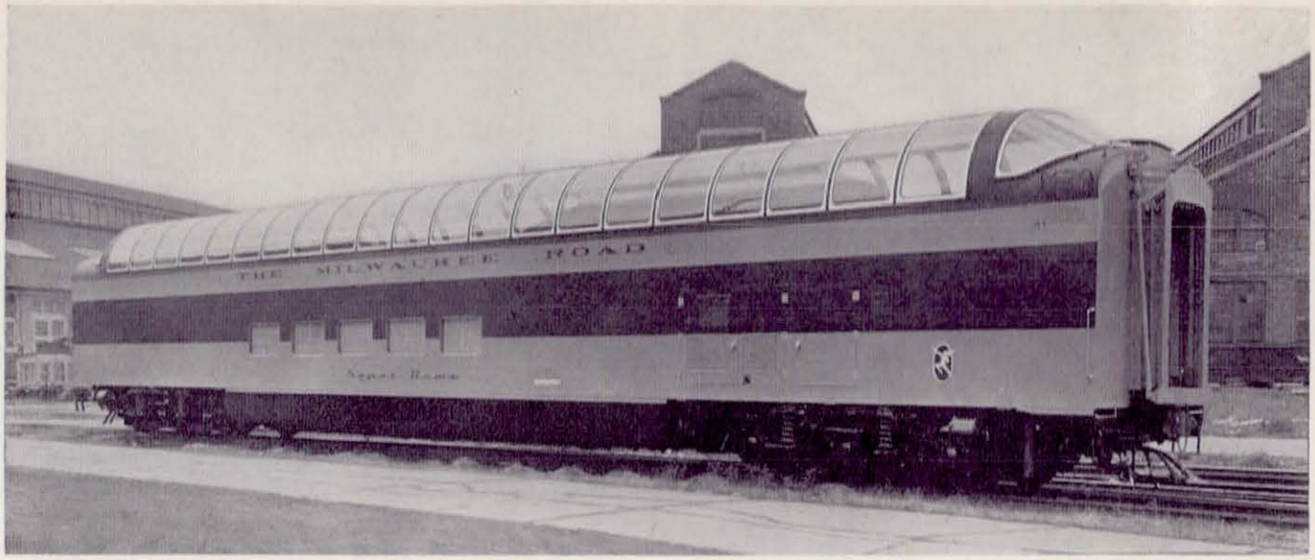
POPULAR MECHANICS' PICTURE HISTORY OF AMERICAN TRANSPORTATION, edited by Edward L. Throm. 312 pages; approximately 1,000 illustrations. 8 7/16 in. by 11 in. Published by Simon & Schuster, New York. $5

This is a panoramic picture history of American transportation from the Indian canoe to 1952. Because it is so profusely illustrated, it makes facinating reading for children as well as adults. Mr. Throm has used many well-chosen pictures to show development of the transportation vehicles themselves while his text relates these individual developments to transportation progress as a whole. Because of its makeup, the book lends itself to random, as well as cover-to-cover reading.

The task of compiling and editing a work of this nature is an undertaking of ambitious proportions. Mr. Throm has done remarkably well. He has subdivided the work into six chronological periods: Colonial Days; the Westward Movement; the Period of Settlement and Immigration; Horseless Carriages and Piano Wire Crates; Transportation in Our Time; and Transportation of the Future. With the assistance of seven contributing editors, Mr. Throm probes into many seldom-chronicled phases of transportation as well as those more familiar, and he does so with a high degree of accuracy.

There are a few omissions which would seem worthy of attention. This reviewer for example, was unable to find any reference to transportation on the Great Lakes. Such activities as the railroad car ferries, the ore and grain carriers, the self-unloaders and the now-historic passenger steamers of these inland seas would seem fitting subjects for a work of this nature. Harbor transportation—metropolitan passenger ferries and the like—as well as coastal transportation of passengers and freight, are likewise missing.

In general, Mr. Throm's coverage of commercial transportation is somewhat overshadowed by that of individual, private means such as the wagon, the automobile, the bicycle and the private airplane. And perhaps too much of the space devoted to commercial transport is concerned with the unusual and the experimental rather than that which was typical of the various eras depicted. In covering the railroads, the book is somewhat stronger in its historical phases than in depicting current activities, such as different types of diesel motive power, modern electric locomotives or a C. T. C. machine.



THE PROBLEM: How to make a costly investment like this pay off through better train earnings. The Milwaukee's answer: Exhibit it "wholesale" as well as "retail."

The Milwaukee "Wholesales" Its Ten "Super Dome" Cars

More than 900 eastern and southern railroad ticket agents, passenger representatives and information clerks "sample the new merchandise"

If super-salesmanship can pack more profit into the passenger business, the Chicago, Milwaukee, St. Paul & Pacific should be seeing results. On January 1 ten newly acquired "Super Dome" cars (*Railway Age*, December 8, 1952, page 68) entered revenue service in the "Olympian" and "Twin Cities Hiawathas" following what could almost be described as a "whirlwind courtship" of both the public and members of the railway passenger fraternity. The cars actually were delivered by Pullman-Standard Car Manufacturing Company late in November. They were far from idle during those weeks prior to entering regular service.

THE "RETAIL" PROGRAM

Public display of the cars, under the direction of public relations and passenger traffic department representatives, was conducted at stations in most major on-line cities. An extensive ad campaign in the local press foretold the exhibit and invited the public. The schedule included:

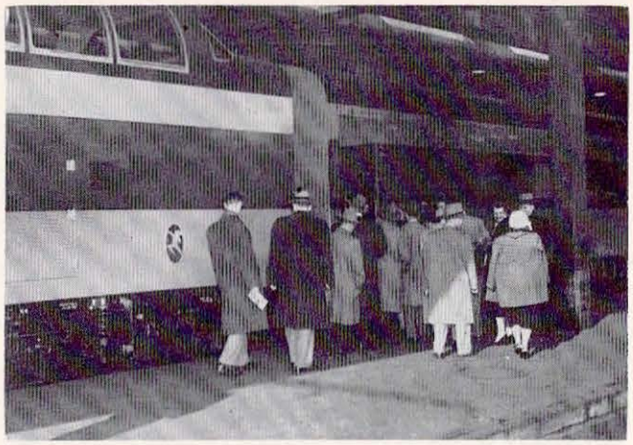
- **Chicago, Ill.**
- **Milwaukee, Wis.**
- **St. Paul, Minn.**
- **Minneapolis, Minn.**
- **Seattle, Wash.**
- **Spokane, Wash.**
- **Miles City, Mont.**
- **Tacoma, Wash.**
- **Butte, Mont.**
- **Kansas City, Mo.**
- **Aberdeen, S.D.**
- **La Crosse, Wis.**
- **Sioux Falls, S.D.**
- **Madison, Wis.**
- **Des Moines, Iowa**
- **Sioux City, Iowa**
- **Green Bay, Wis.**
- **Savanna, Ill.**

After physical clearances had been checked at "tight" spots along the route and after train crews, dining car department employees and others were briefed in operation of the new equipment, a well-planned program of publicizing these costly cars was put into action. It began on December 4 with private showings of a single dome car to railway officers and members of the press at Chicago, Milwaukee, St. Paul, Minneapolis and Seattle. December 5 saw the beginning of a series of public exhibitions at on-line cities that continued through December 13 with six of the cars "on duty" staffed by public relations and passenger traffic representatives. On December 6, the car on display at Chicago teamed up with the remaining three cars, plus six regular streamlined coaches and a tap-lounge car, to form a special train which accommodated more than 900 passenger department employees of eastern and southern railroads on two demonstration runs to Rondout, Ill., some 32 miles northwest of Chicago.

From Many Different Cities

They came to see these new cars from ticket offices as distant as Boston, Atlanta, Philadelphia, Toronto, New Orleans, New York and Buffalo. Every detail of their trips was carefully worked out well in advance by the Milwaukee's passenger *traffic* department. First, each guest had received a formal invitation to attend the "preview" from the local Milwaukee passenger representative in his city. Then trip and berth passes—not

1 Long before departure of the dome car special, a large crowd of ticket agents and passenger people had gathered by the train gate . . .



2 But loading was uncrowded because the group was carefully subdivided into "less-than-carload lots" by Milwaukee passenger men.

3 Curiosity and eager expectation marked the faces of the guests—many of whom had never before seen a dome car of any kind.

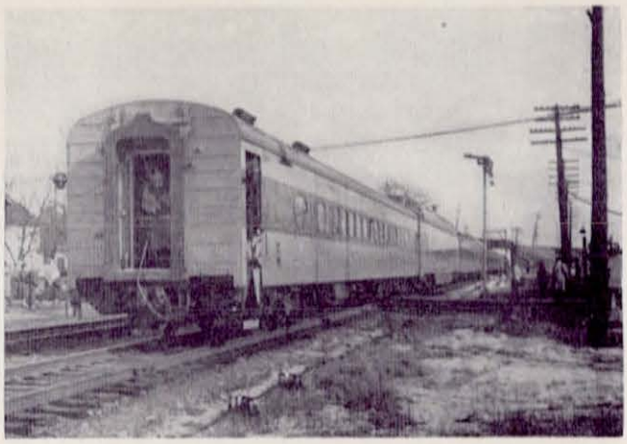
4 "Moose milk—a surprising beverage"—and "Hia! Watha" headgear for everyone soon broke down the barriers of formality.

5 As the train got under way, guests found a chance to renew many business acquaintances—with dome cars the prime conversation piece.

6 Initiation into the "Tribe of Hiawatha" was conducted in every car by "Chiefs" Harry Sengstacken and William Wallace.

counted against annual quotas because of the educational nature of the trip—were arranged for by the Pullman Company. From major cities, the passenger people came in groups personally escorted by the same Milwaukee agent who had extended the invitation.

The names of all guests had been forwarded to the office of Harry Sengstacken, passenger traffic manager, and advance arrangements completed for such details as pin-on name tags and Indian headdresses, plus a corsage (in Milwaukee colors of course) for each of the ladies. Arriving at Chicago, the groups were transferred to Union Station by special limousines provided by the Parmelee Transportation Company. Breakfast was available for those who arrived early and by 10 a.m. a large



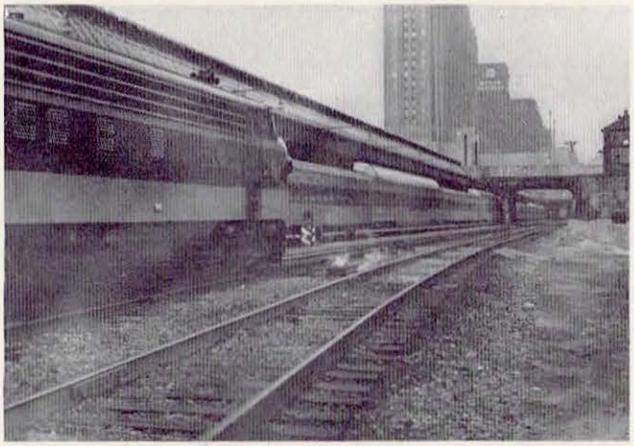
7 At Rondout, Ill., the train was turned on tracks of the Elgin, Joliet & Eastern. But before returning to Chicago, it paused . . .

8 For a short christening ceremony, for which Mr. Sengstacken handed President John P. Kiley a bottle of Lake Michigan and Puget Sound water.

9 "I Christen Thee 'Super-Dome' " said Mr. Kiley's daughter Jane, as press cameras clicked and faces lined the windows three abreast.

10 The christening over, the train headed back to Chicago. As the guests settled down, they learned the story of the new cars from . . .

11 Pullman-Standard's associate director of engineering, Ralph Haman (wearing headdress), who answered many questions over the public address system.



12 Once the train was unloaded at Chicago, car cleaners took over and the locomotive backed out preparatory to the next performance that afternoon.

crowd had gathered at Gate 17 where the dome special train was scheduled to start its first trip at 10:35.

Because the train could not comfortably hold the entire group of 900 at one time (at least they would not all have had a good chance to ride in the domes), Mr. Sengstacken's staff made arrangements with the Gray Line Sight-Seeing Company for half of the group to go on

a tour of Chicago during the morning. For this move, the Gray Line furnished six glass-roofed buses. At noon, both groups converged at a luncheon staged by Fred Harvey in both the lunch room and cafeteria in Chicago's Union Station. Neither room being large enough to hold the entire group at one time, simultaneous luncheons were served in each, the "split" speakers' table being united by a two-way public address system. Upon conclusion of the luncheon, each group traded places—the morning train group taking the sightseeing tour while the other group took its trip in the dome train.

Careful attention to each phase of this mass movement enabled the entire day to go off without a hitch. There was room for everyone at each phase of the tour and throughout the day the crowds were carefully subdivided to prevent long line-ups or rushes.

And because there was a Milwaukee passenger representative near at hand all the time, the whole affair, from start to finish, was conducted with a distinctly personalized touch.

Locomotive Service Becoming Safer

Bureau of Locomotive Inspection fiscal report shows steady decline in accidents and casualties since 1947—Director finds difficulty in recruiting inspectors under present conditions

The number of accidents caused by failure of some part or appurtenance of the steam locomotive was 122 for the fiscal year ended June 30, 1952. This was a reduction from 167 the previous year, as shown by Edward H. Davidson, director of the Bureau of Locomotive Inspection, in his annual report to the Interstate Commerce Commission. During the same period the number of accidents caused by failure of some part or appurtenance of locomotives other than steam increased from 54 to 74, making the total number of accidents for all types of locomotives 196 as compared with 221 for the preceding year.

Casualties Decline

The decline in casualties was proportionately greater than that in accidents. For all classes of motive power the number of persons killed declined from 16 to 4 and the number of injured from 299 to 203. Declines in both classes of casualties were reported for all types of locomotives. The number killed in steam locomotive accidents declined from 14 to 3 and in accidents involving locomotives other than steam, from 2 to 1. The number of persons injured on steam locomotives declined from 170 to 126 and on locomotives other than steam, from 129 to 77.

The report reflects the progress being made in dieselization. The number of steam locomotives for which reports were filed dropped from 26,595 during the 1951 fiscal year to 20,490 during the 1952 fiscal year. In the same period units other than steam for which reports were filed increased from 19,320 to 22,716. The total for all classes of power declined from 45,915 to 43,206.

The tables show the trend in the number of locomotives, number inspected, the number on which defects were found, the number of defects, and the number of accidents and casualties each year 1947 to 1952, inclusive, for all types of motive power. They also show the number of casualties among the members of train crews and other employees for the years 1948 to 1952, inclusive. Copies of published reports of accident investigations were distributed to interested parties and otherwise used by the bureau to bring about a diminution in the number of such accidents.

During the year 14 per cent of the steam locomotives and 9.3 per cent of locomotive units other than steam which were inspected by the inspectors of the bureau were found with defects or errors in inspection which should have been corrected before the locomotives were put back into use. The increase in each case was one per cent as compared with the results of the preceding year.

Boiler Explosions Decline

Four boiler explosions occurred during the year, all caused by overheating of the crown sheet due to low water. They resulted in one person killed and six injured. Three of the explosions occurred on locomotives in freight service and one on a locomotive in charge of a watchman. One of the locomotives in freight service was equipped with a low-water alarm which apparently had functioned, but no testimony was developed to indicate that the low-water-alarm warning whistle sounded or was heard by members of the engine crew.

In a second explosion involving a locomotive in freight-train service evidence indicated that absence of a safe water level was known to employees on the locomotive prior to the accident. No defects were found on this or the third freight engine which would have contributed to the accidents.

Fatalities to one person and injuries to 30 others resulted from 31 boiler and appurtenance accidents other than explosions. This is a decrease of 14 accidents, an increase of one in the number of persons killed, and a decrease of 16 in the number of persons injured compared with the preceding year.

Flue-Removal Time Extensions

The director reports 845 applications filed for extensions of time for removal of flues. Investigation disclosed

SUMMARY OF INSPECTIONS AND DEFECTS FOUND

Steam Locomotives

	Year ended June 30—					
	1952	1951	1950	1949	1948	1947
Number of locomotives for which reports were filed	20,490	26,595	29,743	33,866	37,073	39,578
Number inspected	45,220	62,113	66,809	85,353	93,917	94,034
Number found defective	6,234	7,995	6,740	7,035	9,417	10,248
Percentage of inspected found defective	13.8	12.9	10.1	8.2	10.0	10.9
Number ordered out of service	370	508	399	436	654	708
Number of defects found	24,738	34,657	28,504	28,642	38,855	41,250

Locomotive Units Other Than Steam

	Year ended June 30—					
	1952	1951	1950	1949	1948	1947
Number of locomotive units for which reports were filed	22,716	19,320	15,719	12,692	9,803	7,805
Number inspected	65,263	52,948	42,503	30,684	20,798	13,115
Number found defective	6,087	4,375	2,748	1,238	853	633
Percentage of inspected found defective	9.3	8.3	6.5	4.0	4.1	4.8
Number ordered out of service	135	106	42	20	21	19
Number of defects found	16,613	11,935	6,325	2,804	1,745	1,442

ACCIDENTS AND CASUALTIES CAUSED BY THE FAILURE OF LOCOMOTIVE PARTS OR APPURTENANCES

Steam Locomotives, Including Boiler, or Tender

	Year ended June 30—					
	1952	1951	1950	1949	1948	1947
Number of accidents	122	167	169	228	341	360
Percent increase or decrease from previous year	26.9	1.2	25.9	33.1	5.3	14.1
Number of persons killed	3	14	7	10	15	16
Percent increase or decrease from previous year	78.6	[1]100	30.0	33.3	6.3	[1]60.0
Number of persons injured	126	170	184	243	361	464
Percent increase or decrease from previous year	25.9	7.6	24.3	32.7	22.2	[1]5.7

Locomotive Units Other than Steam

Number of accidents	74	54	51	49	41	40
Number of persons killed	1	2	3	..	..	2
Number of persons injured	77	129	50	67	50	41

Steam Locomotive Boiler[2]

	Year ended June 30—							
	1952	1951	1950	1949	1948	1947	1915	1912
Number of accidents	35	51	59	81	104	116	424	856
Number of persons killed	2	3	4	9	14	12	13	91
Number of persons injured	36	59	70	94	108	124	467	1,005

[1]Increase.
[2]The original act applied only to the locomotive boiler.

CASUALTIES CLASSIFIED BY OCCUPATION

Steam Locomotive Accidents

	Year ended June 30—									
	1952		1951		1950		1949		1948	
	Killed	Injured	Killed	Injured	Killed	Injured	Killed	Injured	Killed	Injured
Members of train crews:										
Engineers	1	36	2	51	2	64	3	75	3	109
Firemen	2	45	3	62	2	64	3	92	6	155
Brakemen	..	19	1	20	2	29	1	30	3	43
Conductors	..	3	..	6	..	4	..	7	..	5
Switchmen	..	2	1	8	..	5	..	6	..	10
Roundhouse and shop employees:										
Boilermakers	..	2	..	2	..	2	..	2	..	4
Machinists	..	2	1	2	..	1	..	4	1	2
Foremen	..	2	..	2	..	1	..	..	..	1
Inspectors	..	..	..	2	..	2	..	..	..	..
Watchmen	..	2	1	..	1	4	1	..	2	1
Boiler washers	..	..	..	..	..	..	..	..	..	..
Hostlers	..	8	1	4	..	1	1	8	..	8
Other roundhouse and shop employees	..	2	..	2	..	2	1	4	..	5
Other employees	..	1	..	3	..	4	..	6	..	12
Non-employees	..	2	4	6	..	1	..	9	..	6
Total	3	126	14	170	7	184	10	243	15	361

Locomotive Units Other Than Steam

Members of train crews:										
Engineers	..	15	..	11	..	15	..	12	..	7
Firemen	..	31	1	30	..	21	..	14	..	24
Brakemen	1	12	..	4	..	3	..	6	..	1
Conductors	..	4	..	..	..	4	..	..	..	2
Switchmen	..	8	..	5	..	1	..	4	..	2
Maintenance employees	..	6	1	3	..	3	..	8	..	..
Other employees	..	1	..	13	1	2	..	13	..	2
Non-employees	..	..	..	63	2	1	..	10	..	12
Total	1	77	2	129	3	50	..	67	..	50

that in 93 of these cases the extension could not properly be granted. Extensions for shorter periods than requested were allowed in 8 cases and 35 extensions were granted after defects disclosed by the investigations were repaired. Forty-four applications were cancelled and 645 were granted for the full period requested.

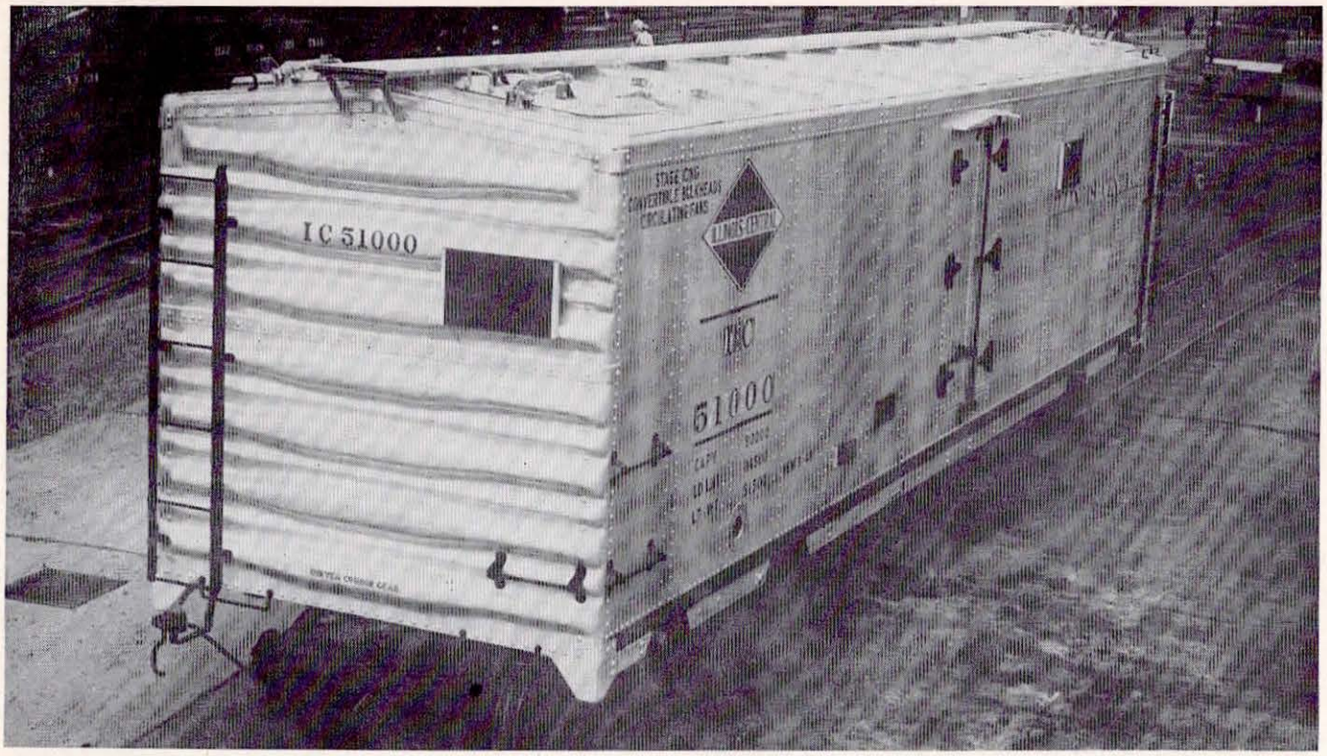
Sixty-one specification cards and 2,277 alteration reports for steam locomotives were filed, checked and analyzed during the year. A total of 3,781 specification cards and 636 alteration reports were filed for locomotives other than steam and 839 specification cards and 267 alteration reports were filed for boilers mounted on locomotive units other than steam.

Inspectors Hard to Recruit

The director called attention to the fact that the general use of two types of locomotives has increased the responsibility of inspectors and requires that candidates for the position of inspector be men of wider experience and training than was formerly required. He also calls attention to the fact that increases in salaries and improvement in working conditions of men employed by the railways whose duties provide qualifying experience for applicants has caused difficulty in obtaining replacements. To meet these conditions he recommends that the position of inspector of locomotives be allocated to the next salary grade above that now designated.

No formal appeal by any carrier was taken from the decision of any inspector during the year.

THESE COMPLETE AUTOMOBILES and automobile bodies are on cars specially equipped by the Victorian Railways (Australia) for two-tier loading. In this manner, large numbers of motor vehicle bodies, as well as complete vehicles, are regularly transported 483 miles from Adelaide, the capital of South Australia, to Melbourne, the Victorian capital.



This 40-ton experimental aluminum refrigerator car was built in 1946.

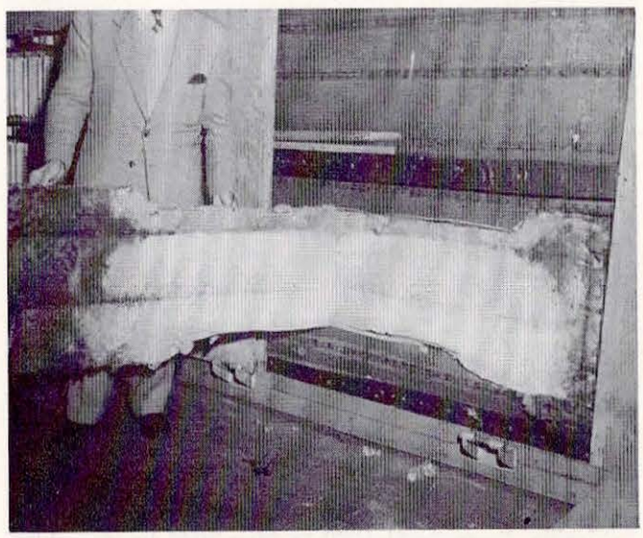
Aluminum Reefer Stands Test of Time

In 1946 the Illinois Central constructed at McComb (Miss.) shops a 40-ton experimental aluminum refrigerator car, No. 51000, which was equipped with a Duryea cushion underframe, stage icing, convertible bulkheads and air-circulating fans. It was designed to meet all railroad requirements as well as the specifications of the United Fresh Fruit and Vegetable Association. The lightweight of the car (described in *Railway Age*, November 23, 1946) was 51,500 lb., or roughly 6¼ tons less than an equivalent steel car and, while no record of total mileage operated up to date is available, the total ton-miles saved by this reduction in tare weight is impressive.

The car was inspected thoroughly in 1949 and again in October 1952, just six years after being placed in service, and it was found to be in excellent general condition. Some minor mechanical defects were uncovered, such as might be expected in any type of car used in the same service for the same period of time, but there was no evidence of deterioration of the aluminum superstructure of the car or of any steel parts used in the underframe.

The Ureco all-aluminum floor racks were reported in good condition, also the plywood sheathing used in the flue lining and ceiling. There was some discoloration or blistering, mostly at the doorway areas due to condensation. A few minor corrections in mechanical details such as the Equipco ice bunker locks and grates, made after the initial inspection in 1949, were found O.K. in 1952. There were no indications of failure of any part of the Preco fan equipment or the Duryea cushion underframe.

The side-wall linings were removed from the AL-end of the car at the same location as in the 1949 inspection and the Fiberglas insulation was reported in excellent condition. The discoloration of the paper covering around the stitching, which had been noted at the earlier inspection, had not progressed to any great degree. The



Insulation in the IC aluminum refrigerator car after six years' service.

insulation was dry and had the same fullness as when installed. Since the point of inspection of the side wall insulation was at the location where the insulation had been cut for the installation of the Preco fan, it was decided to cut into the insulation for a distance of several feet from the Preco fan location. This was done to determine if the amount of dust present at the fan point extended to any great degree into the insulation, and also to determine if the insulation farther back along the car wall was in the same dry, fluffy condition. This insulation was reported in excellent condition with all the qualities and characteristics of new insulation.

The ceiling panel directly over this section was also opened for comparison with earlier inspection, and was found to be in good condition. No attempt was made to open the floor to inspect the floor insulation since its general condition indicated such disturbance of the floor to be unwarranted.

Cecil M. Self Elected President Of Norfolk Southern

Joseph T. Kingsley

Cecil M. Self (whose photograph appears on page 8), executive vice-president of the Norfolk Southern since March 2, 1949, has been elected president to succeed Joseph T. Kingsley. Mr. Self was elected chief executive at a recent special meeting of the directors in Philadelphia. A spokesman for the company announced that the responsibilities and duties of the office of executive vice-president will be absorbed by Mr. Self as president, and that Mr. Self's former position has been abolished.

At the special meeting, E. Elwood McClure, a member of the board, was elected chairman to succeed Patrick B. McGinnis, who recently resigned to become chairman of the Central of Georgia (*Railway Age*, January 25, page 51). Perry N. Selheimer, also a board member, was elected chairman of the executive committee to succeed C. Newton Kidd, who now holds the same position on the CofG. L. P. Kennedy, general superintendent, was elected to the newly created position of resident vice-president at Raleigh, N.C.

Mr. Self, after his election, said it will be his purpose "to solidify the advances made in recent years." "This," he added, "will be no easy objective, as the Norfolk Southern is in very good condition."

Cecil M. Self

The new president of the NS was born in Oakman, Ala., on February 9, 1900, and received an LL.B from Atlanta (Ga.) Law School in 1930. During vacations from school and while on leaves of absence, he worked as a laborer and mechanic and studied railroad yard and terminal operations, as well as railroad reorganization problems. He entered railroad service in 1918 as a clerk, later becoming accountant, in the maintenance of way and transportation departments of the Southern. From 1921 to August 1939 he was, successively, chief clerk to roadmaster, chief clerk to chief dispatcher, chief clerk to engineer—maintenance of way, chief clerk to superintendent, assistant trainmaster and trainmaster.

In August 1939 Mr. Self was appointed executive assistant, at Chicago, of the Chicago, Indianapolis & Louisville. From April 1942 to May 1946 he was chief operating officer of the Monon. An appointment as executive assistant to the president of the Norfolk Southern became effective on May 14, 1947. Mr. Self retained that office until his appointment as executive vice-president.

Joseph T. Kingsley

Mr. Kingsley, born in Baltimore, entered railroad service in 1903 with the Pennsylvania, serving in turn as fireman, brakeman and trainmaster until April 1912 when he joined the Western Maryland as assistant chief rate clerk. Later in 1912 he transferred to the New York Central as a temporary commercial agent, opening the NYC's commercial office in Baltimore. Shortly thereafter he was appointed in the same capacity to cover territory around that office. He was transferred in 1913 to the Pittsburgh district, doing special work for the Cleveland, Cincinnati, Chicago & St. Louis. Assigned to the Washington, D.C., office to handle troop and equipment movements for the NYC in connection with Mexican border troubles, Mr. Kingsley concurrently acted as adviser to the quartermaster general's office, Transport Section, U.S. Army. He was commissioned a captain in the Army in August 1917.

Retiring from the Army in 1920, Mr. Kingsley returned to the NYC as special assistant to the president. After a term as executive general agent at Terre Haute, Ind., in charge of mining operations, he resigned to start his own coal mining business. Five years later he left that business and opened offices in the nation's capital as a special traffic representative for several railroads. During the last war he was ordered to duty as a major in the adjutant general's office, procurement service, Army Specialty Corps. Mr. Kingsley was elected president of the NS in August 1947.

(Continued from page 22)

Atlantic Coast Line, $989,833, 40 per cent.
Control of Georgia, $369,595, 40 per cent.
Chesapeake & Ohio, $1,485,300, 40 per cent.
Chicago, Rock Island & Pacific, $4,550,000, 55 per cent.
Delaware, Lackawanna & Western, $4,650,000, 55 per cent.
Duluth, Missabe & Iron Range, $292,336, 40 per cent.
Duluth, South Shore & Atlantic, $690,778, 40 per cent.
Erie, $1,425,000, 60 per cent.
Gulf, Mobile & Ohio, $353,000, 70 per cent; and $312,997, 55 per cent.
Kansas City Southern, $516,010, 50 per cent; and $69,953, 40 per cent.
Illinois Central, $32,650, 40 per cent.
Lehigh Valley, $550,000, 70 per cent; and $275,000, 60 per cent.
Monongahela, $53,310, 40 per cent.
Nashville, Chattanooga & St. Louis, $28,525, 70 per cent.
New York, Chicago & St. Louis, $2,038,107, 55 per cent.
Seaboard Air Line, $101,855, 40 per cent.
Southern Railway System, $528,329, 40 per cent; $52,000, 70 per cent; and $32,500, 50 per cent.
Southern Pacific $599,771, 40 per cent.
Spokane, Portland & Seattle, $40,266, 40 per cent.
Tennessee Central, $622,800, 40 per cent.
Union, $7,640,000, 70 per cent.
Union Pacific, $93,510, 40 per cent; and $25,574, 70 per cent.
Wabash, $3,725,323, 55 per cent; and $120,140, 40 per cent.

In its report for the period from January 15 through January 28, D.P.A. showed that certificates then approved included the following:

Atlantic Coast Line, $551,302, 40 per cent.
Baltimore & Ohio, $250,000, 60 per cent.
Central of Georgia, $3,296,920, 55 per cent; and $387,113, 70 per cent.
Chesapeake & Ohio, $55,000, 40 per cent.
Chicago & Eastern Illinois, $211,930, 40 per cent.
Chicago, Rock Island & Pacific, $1,450,000, 70 per cent.
Detroit, Toledo & Ironton, $3,134,742, 70 per cent.
Florida East Coast, $1,112,500, 70 per cent.
Great Northern, $125,000, 50 per cent.
Indianapolis Union, $307,734, 55 per cent.
Northwestern Pacific, $51,870, 40 per cent.
St. Louis-San Francisco, $3,494,650, 70 per cent.
St. Louis Southwestern, $1,311,053, 40 per cent.
Southern, $132,000, 50 per cent; $91,063, 40 per cent.
Southern Pacific, $93,900, 40 per cent.
Texas & New Orleans, $144,492, 50 per cent; $16,197, 40 per cent.
Western Pacific, $3,650,000, 70 per cent.

ANOTHER PAN AMERICAN CONGRESS PRIZE

A further prize of $1,000, in addition to others previously announced (*Railway Age*, February 16, page 16; February 9, page 11; December 8, 1952, page 12, and August 18, 1952, page 58) has been offered by the International General Electric Company in connection with the VIII Pan American Railway Congress to be held in Washington, D. C., and Atlantic City, N. J., June 12-25. This latest prize is offered for the best paper on one of the following subjects having to do with electric or diesel-electric power: Standardization, new developments in electric locomotives and improvements in power facilities and distribution; training of enginemen; preventive maintenance; repair shops (equipment, organization and operation).

To be considered for this prize, papers, in triplicate, must be in the hands of the chairman of the committee on papers—Dr. Lewis K. Sillcox, vice-chairman of the board of the New York Air Brake Company, Watertown, N. Y.—by February 28.

Motor Carriers Set Pace For Growth of Revenues

Motor carrier revenues from intercity freight traffic grew twice as fast as freight revenues of Class I railroads during the 13-year period from 1939 through 1951.

This is shown by the accompanying table, reproduced from a study of motor carrier revenue and traffic which has been issued by the Bureau of Transport Economics and Statistics of the Interstate Commerce Commission. On the basis of 1939 as 100, the 1951 index for intercity truck revenues was 533.3, while that for railroad freight revenues was 266.1.

The study is Statement No. 531, issued "as information," and "not considered or adopted by the commission." It was prepared by Paul L. Ambelang, under supervision of C. S. Morgan.

Bureau Director W. H. S. Stevens explained in the preface that the figures are based on published data for Class I motor carriers and on estimates prepared from samples drawn from returns of Class II and III carriers.

The study's revenue figures show that common-carrier truckers had intercity revenues of $3.5 billion in 1951, compared with $579 million in 1939, while revenues of contract truckers were $226.3 million and $112 million, respectively.

Traffic figures show that common carriers performed 66.7 billion ton-miles in 1951, compared with 14.9 billion in 1939. Meanwhile, traffic of contract truckers remained about the same—4.79 billion ton-miles in 1951, compared with 1939's 4.74 billion ton-miles.

Indexes of Selected Revenue Figures, Class I, II, and III Motor Carriers (based on estimated revenues), of National Income, and of Revenue of Class I Line-Haul Railroads, 1939-1951

(1939 = 100)

Year	Revenues from intercity freight of intercity motor carriers	Freight revenues of Class I line-haul railways	Total operating revenues of passenger [1] motor carriers	Total operating revenues of passenger and property motor carriers	Total operating revenues of Class I line-haul railroads	National income (r)
1939	100.0	100.0	100.0	100.0	100.0	100.0
1940	111.1	108.8	103.6	108.4	107.5	112.2
1941	140.4	137.0	137.1	138.1	133.8	143.2
1942	152.0	183.2	226.9	166.1	186.9	189.0
1943	156.6	209.0	302.8	189.0	226.7	233.9
1944	156.2	215.7	317.9	196.5	236.2	253.5
1945	159 9	201.4	327 3	203.9	222.8	251.9
1946	187.6	178 4	328.3	229.9	190.9	248.6
1947	260.3	217.0	315.8	285.8	217.4	273.9
1948	340.0	245.8	334.3	339.5	242.1	308.1
1949 r	357.7	217.2	327.7	360.5	214.8	298.2
1950 p	472.1	240.9	318.6	444.8	237.1	329.7
1951 p	533.3	266.1	341.9	493.8	260.1	382.8

[1] Estimates of intercity revenue only not available for the entire period.
p—Preliminary
r—Revised

D.T.A. Will Cut Staff

Defense Transport Administrator James K. Knudson has announced plans for a reduction of D.T.A. employees in compliance with the Eisenhower Administration's request for all government agencies to make personnel reductions for the remainder of the fiscal year 1953.

The cut planned by D.T.A. requires issuance of 30-day notices on February 27 to about 25 per cent of the staff, including the group of Interstate Commerce Commission employees performing D.T.A. functions.

"With this contracted staff," Mr. Knudson's announcement said, "we will carry on the important programs currently underway to the extent of our ability. The failure thus far to obtain adequate amounts of those types of steel necessary to meet approved expansion goals for the nation's railroad and inland waterway fleets, a large

CAR SURPLUSES, SHORTAGES

Average daily freight car surpluses and shortages for the week ended February 14 were announced by the Association of American Railroads on February 19 as follows:

	Surplus	Shortage
Plain Box	7,721	633
Auto Box	131	20
Total Box	7,852	653
Gondola	5,731	60
Hopper	45,718	125
Covered Hopper	469	0
Stock	6,742	0
Flat	116	340
Refrigerator	2,050	0
Other	287	28
Total	68,965	1,206

backlog of applications for accelerated amortization in connection with defense supporting transportation expansion, and the growing manpower pinch in various sections of the transportation industry will require continued attention . . . There is also the problem of relating I.C.C. service activities in connection with railroads, water-borne, and street and highway traffic to the heavy production demands resulting from the mobilization effort. This will require a somewhat diminished but continuing activity."

Intrastate Rate Cases

The Interstate Commerce Commission has found that unjust discrimination against interstate commerce results from the refusal of the Nebraska State Railway Commission to authorize intrastate freight-rate increases in line with interstate advances approved in Ex Parte 162, 166, and 168. Nebraska rates on cement were excepted.

The commission's decision, in No. 30960, said that an order requiring that the intrastate rates be raised would be issued unless the Nebraska commission advised that it would approve such an adjustment. The report noted the dissent of Commissioner Splawn.

In No. 30869, which involves Kansas intrastate rates, the commission has issued a report on reconsideration affirming its prior findings that Kansas rates on clay sewer pipe, clay drain tile and articles grouped therewith cause unjust discrimination against interstate commerce. Here again, the dissent of Commissioner Splawn was noted.

In No. 30959, which involves Colorado intrastate rates, the commission has found that Colorado rates on sugar beets, beet-sugar final molasses, lime rock and limestone, cement, coal, dolomite, and ganister rock cause unjust discrimination against interstate commerce; and that Colorado rates on cement result in undue prejudice against persons in interstate commerce. Commissioner Splawn dissented, while Chairman Alldredge and Commissioners Cross and Knudson did not participate.

In No. 30962, which involves Wyoming intrastate rates, the commission has found that Wyoming rates on sugar beets and beet-sugar final molasses cause unjust discrimination against interstate commerce. Commissioner Splawn dissented; Commissioner Patterson concurred "in the result" of the majority report; and Chairman Alldredge and Commissioners Cross and Knudson did not participate.

Bills in Congress

Bills introduced recently in Congress include proposals which would carry out some of the legislative recommendations made by the Interstate Commerce Commission in its latest annual report.

They are S.905, which would authorize the commission to revoke or amend certificates of water carriers; S.906, which would preclude the filing by the government of complaints assailing, as unreasonable, rates granted by carriers to government agencies pursuant to the Interstate Commerce Act's Section 22; and S.907, which would permit controlled or controlling stockholders of a railroad to vote on its plan of voluntary financial reorganization.

These bills were introduced by Senator Johnson, Democrat of Colorado, former chairman of the Senate Committee on Interstate and Foreign Commerce and now the committee's ranking minority member. Other recently introduced bills, which are of interest to the railroads, are listed below, together with their sponsors.

Introduced in Senate

S.796, to permit the charging of tolls on highways constructed with federal aid (Bush, Conn.).

S.892, to dissolve the Reconstruction Finance Corporation (Byrd, Va.).

S.904, to standardize rates on household goods shipped by the United States government (Johnson, Colo.).

S.908, to provide for separation of subsidy from air-mail pay (Johnson, Colo.).

Introduced in House

H.R.2347, to permit continued exercise, until six months after termination of the national emergency proclaimed December 16, 1950, of powers relating to preferences in transportation, under Sections 1(15) and 420 of the Interstate Commerce Act (Wolverton, N.J.).

H.R.2531, to establish a National Superhighway Commission to provide for plans and surveys for construction of a national superhighway system (Elliott, Ala.).

H.R.2841, to repeal the tax on transportation of persons (Farrington, delegate from Hawaii).

H.R.2929, H.R.2961, and H.R.3104, to amend the Railroad Retirement Act (Dague, Pa., LeCompte, Iowa, Van Zandt, Pa.).

H.R.2970, to require the I.C.C. to consider, in stock modification plans, the assents of controlled or controlling stockholders (O'Hara, Minn., by request).

H.R.3095, to give the I.C.C. authority to require railroads to install radio and other train-communication devices (Price, Ill.).

ABANDONMENTS

Division 4 of the I.C.C. has **authorized:**

BESSEMER & LAKE ERIE.—To abandon its Linesville branch, from Shermansville, Pa., to Linesville, 3.5 miles. Declining traffic on the line is attributed to loss of business to motor carriers, Division 4 said.

CENTRAL OF GEORGIA.—To abandon approximately 1½ miles (that part which it owns) of the line between Brumpy, Ga., and Fort Oglethorpe; and to abandon operation over the line's remaining section (4,488 feet in length) which is owned by the city of Ft. Oglethorpe.

DENVER & INTERMOUNTAIN.—To abandon its entire line, approximately 15.8 miles, between Denver, Colo., and Golden. The Atchison, Topeka & Santa Fe; Chicago, Burlington & Quincy; Chicago, Rock Island & Pacific; Colorado & Southern and the Denver & Rio Grande Western have held operating rights over 6.5 miles of the D&I line. The roads will abandon this operation, but will purchase the segment at net salvage value and use it as an industry track. The segment serves the Denver Federal Center, a government-owned installation.

ILLINOIS TERMINAL.—To abandon its 59.6-mile line between Forsyth, Ill., and Mackinaw Junction (*Railway Age*, June 23, 1952, page 102). Division 4's approval of the abandonment included a condition stipulating that the IT agree to sell the line, or any portion thereof, "to any responsible party offering, within 40 days (from January 12) . . ., to purchase such property for railroad use, and willing to pay not less than the fair net salvage value. . . ."

LEHIGH VALLEY.—To abandon part of its Auburn branch, from a point near Cato, N. Y., to the end of the branch at Fair Haven, 12.43 mi.

MOUNT CARMEL (Reading).—To abandon a 5.9-mile rail line, owned by the MC but operated by the Reading, from Natalie Junction, Pa., to Natalie Colliery. The owner of coal deposits underlying a portion of the road won a court fight in which he sought the right to remove coal by strip mining. The Reading discontinued operations over the line July 25, 1952.

READING.—To abandon a 0.4-mile segment of branch line in Schuylkill county, Pa.

TAMA & TOLEDO.—To abandon its entire line, approximately 3.5 miles, extending from Toledo, Iowa, to Tama. Division 4 said the decline in traffic over the line "is attributable to its being diverted to trucks."

UNION PACIFIC.—To abandon operation over a section of the Sierra Nevada branch of its lessor, the Oregon-Washington Railroad & Navigation Co. The report also authorized the latter to abandon the same facilities, which include about 1¼ miles of line and 491 feet of side tracks in Shoshone county, Idaho.

WESTERN NEW YORK & PENNSYLVANIA.—To abandon a 4.4-mile segment of branch line, from a point near Smethport, Pa., to Crosby. The segment has been leased and operated by the Pennsylvania. No traffic has passed over the line since 1950.

Application has been filed with the I.C.C. by:

HUNTINGDON & BROAD TOP MOUNTAIN.—To abandon its entire line, consisting of approximately 44 miles of main line between Huntingdon, Pa., and Mt. Dallas, together with branch lines totaling about 10.6 miles. The road is in reorganization, but the abandonment application said "no feasible plan" of reorganization presently can be framed which would insure continued operation of the road.

ONEIDA & WESTERN.—To abandon its entire line, approximately 37.8 miles, extending from Oneida, Tenn., to Jamestown. The road said it has produced net railway operating income in only one year of the last 15, and that was due to a temporary situation, the construction of dam.

EQUIPMENT AND SUPPLIES

FREIGHT CARS

The **Chicago & North Western** has ordered 837 freight cars costing approximately $5.7 million. In all, 625 box cars, 200 gondola cars and 12 cabooses will be delivered.

The box cars, to be built by the Pullman-Standard Car Manufacturing Company's Michigan City, Ind. plant, will feature nailable steel flooring, special lading strap anchors in the walls and fibre glass insulation in the ends to protect grain and flour lading from weevils. The Bethlehem Steel Company will build the 70-ton high-side gondolas at Johnstown, Pa. Delivery of the box cars is scheduled to begin in July; of the gondolas, in September.

The cabooses will be built by the International Railway Car & Equipment Mfg. Co. at Kenton, Ohio. They will be electrically lighted with power

furnished by propane-burning generator units. Bay windows—rather than cupolas—have been specified. Delivery is scheduled to begin in August.

LOCOMOTIVES

The **Atchison, Topeka & Santa Fe** has ordered 97 diesel units from various manufacturers.

The **Chesapeake & Ohio** has ordered 67 diesel units at an estimated cost of $10,585,000. Orders were placed as follows: Electro-Motive Division of General Motors Corporation—45 1,500-hp. road-switchers (expected delivery next March and April), and four 2,250-hp. passenger units (expected delivery next April and May); American Locomotive-General Electric Companies—16 1,000-hp. switchers (expected delivery next May and June); and Baldwin-Lima-Hamilton Corporation—two 1,600-hp. road-switchers (expected delivery next May).

The **Chicago & North Western System** has ordered 101 diesel units (including nine for the Chicago, St. Paul, Minneapolis & Omaha), at a cost exceeding $16,000,000. The order, largest ever placed by the system, was distributed as follows: Electro-Motive Division of General Motors Corporation—11 2,250-hp. passenger units, 40 1,500-hp. road-switchers, and four 1,200-hp. and 12 600-hp. switchers; American Locomotive-General Electric Companies—five 1,000-hp. road-switchers (including one for the Omaha), and 10 1,600-hp. road-switchers (including three for the Omaha); Fairbanks, Morse & Co.—11 1,600-hp. road-switchers (including five for the Omaha), and three 1,200-hp. road-switchers; Baldwin-Lima-Hamilton Corporation—five 1,200-hp. switchers.

The **Duluth, Missabe & Iron Range** has ordered 15 1,200-hp. diesel switching units from the Electro-Motive Division of General Motors Corporation at an estimated cost of $1,600,000. Delivery is scheduled during next March and April.

The **Georgia** has ordered two 1,500-hp. general-purpose diesel units from the Electro-Motive Division of General Motors Corporation at an estimated cost of $324,496. Delivery is scheduled for next April.

The **Great Northern** has ordered 37 diesel units costing $5,968,000. This is the equipment for which capital expenditures were authorized as reported in *Railway Age*, November 3, 1952, page 101. Orders were placed as follows: Electro-Motive Division of General Motors Corporation—four 4-unit 6,000-hp. freight locomotives (delivered in January and February), three 1,500-hp. road-switchers (for delivery next March), and eight 6-motor 1,500-hp. road-switchers (for delivery next April); American Locomotive-General Electric Companies — five 1,500-hp. road-switchers (for delivery next May and June); Baldwin-Lima-Hamilton Corporation—five 1,200-hp. switchers (for delivery this February).

The **Kansas, Oklahoma & Gulf** has ordered one 1,500-hp. general-purpose diesel unit from the Electro-Motive Division of General Motors Corporation. The unit was delivered this month.

The **Midland Valley** has ordered four 1,500-hp. general-purpose diesel units from the Electro-Motive Division of General Motors Corporation. The units were delivered this month.

The **New York, Susquehanna & Western** has ordered two 1,000-hp. road-switching diesel units from the American Locomotive-General Electric Companies.

The **Pennsylvania-Reading Seashore Lines** have ordered six 1,600-hp. road-switching diesel units from the Baldwin-Lima-Hamilton Corporation at an estimated cost of $1,032,900. Delivery is expected next March and April.

The **Southern Pacific** has authorized purchase of 100 diesel locomotives comprising 150 units totaling 225,000 hp. The authorization includes 77 locomotives ranging from 800 to 6,000 hp. each for main- and branch-line freight service; 19 1,200-hp. switchers; and four 6,750-hp. passenger locomotives. When these units are delivered they will bring the SP's total postwar investment in diesel power to almost $200,000,000 in 1,257 diesel units.

The **Spokane International** has ordered three 1,000-hp. road-switching diesel units from the American Locomotive-General Electric Companies, at an estimated cost of $375,000. Delivery is scheduled for next June.

The **Western of Alabama** has ordered two 1,500-hp. general-purpose diesel units from the Electro-Motive Division of General Motors Corporation at an estimated cost of $324,496. Delivery is scheduled for next April.

PASSENGER CARS

Union Pacific Orders 70 Passenger Cars

The Union Pacific has ordered 70 passenger-train cars from the American Car & Foundry Co. at a cost of $11,400,000. The new order is a restatement, totaling four less units, of an order previously placed by the UP for 74 passenger-train cars of various types (*Railway Age*, January 12, page 186). Included in the restated order are five coaches, five observation cars and five dining cars (all 15 will be astra dome cars), 30 chair cars and 25 mail-baggage cars. Delivery is scheduled for 1954.

Each diner dome will have a capacity of 18, and 24 additional passengers may be served on the lower level. Each car also will have a private dining room seating approximately 10 persons. The observation domes will seat 24 each. Each coach will have 24 revolving seats in the dome and, on the lower level, about 32 seats with leg rests.

SIGNALING

The **Baltimore & Ohio** has ordered from the General Railway Signal Company equipment for installation of a relay interlocking at Clarksburg, W.Va.

The **Union Pacific** has ordered from the Union Switch & Signal division of the Westinghouse Air Brake Company material to install centralized traffic control on multiple tracks between Cheyenne, Wyo., and Laramie. The 15-ft. style C control machine will be installed at Cheyenne division headquarters. Installation will be handled by railroad forces.

IRON AND STEEL

UP's '53 Track Program Set at $20.9 Million

Track relaying and reballasting scheduled by the Union Pacific for 1953 will involve expenditure of more than $20.9 million. Crushed rock ballast will be applied to 430 miles of track, and rail will be relaid on over 624 miles of track. The rail program involves new 133-lb. rail for 401 miles of track and secondhand rail on the remaining 223 miles.

SUPPLY TRADE

B. F. Benning has been appointed manager of the Shreveport, La., branch of the **Graybar Electric Company** to succeed **A. W. Wheeler,** appointed manager at New Orleans. Mr. Benning formerly was manager, lighting and lamp sales at Dallas.

The **Westinghouse Electric Corporation** has consolidated its marine, transportation and aviation department in New York. **James C. Frink,** formerly eastern district marine manager, has been appointed district marine, transportation and aviation manager, and **Alexander Shirreffs,** formerly of the sales department at New York, has been appointed supervisor of the transportation and aviation section for the New York office.

Robert McNeal Smith has been appointed assistant vice-president — sales, Eastern area, for the **Pittsburgh Screw & Bolt Corp.,** with headquarters in New York. **Samuel M. Sipe,** formerly sales representative in the western New York and Pittsburgh

areas, has been appointed manager of sales of the New York district, to succeed Mr. Smith.

William P. Maginnis, formerly with the Radio Corporation of America at Camden, N.J., has been elected vice-president and chief engineer of the **Federal Telephone & Radio Corp.,** Clifton, N.J., an associate of the International Telephone & Telegraph Corp.

The **Golden-Anderson Valve Specialty Company,** Pittsburgh, has acquired the shop and equipment of the **Imperial Machine Works.**

H. E. Spitzer has been appointed director of development for the **Sherwin-Williams Company,** with headquarters at Chicago, to supervise all the company's development laboratories, except the trade sales develop-

H. E. Spitzer

ment section. Mr. Spitzer joined Sherwin-Williams in 1937. In 1946 he was put in charge of the Chicago technical service department and in 1952 assumed general supervision of the paint, varnish and lacquer development laboratories at Chicago.

Dan Call has been appointed southeastern railroad representative for the **Philip Carey Manufacturing Company.** Mr. Call's title was incorrectly reported as railroad sales manager in *Railway Age*, January 12, page 16.

E. S. Berry has retired as assistant district manager for the **Union Switch & Signal division of Westinghouse Air Brake Company,** with headquarters at New York. Mr. Berry joined the company at New York in 1925 and, in 1928, was appointed resident manager of the Montreal office. In July 1938 he returned to the New York office as assistant district manager, in which capacity he continued to handle all matters pertaining to Union Switch & Signal's Canadian business.

George L. Green, whose appointment as sales vice-president of the **Pullman-Standard Car Manufacturing Company** was announced in *Railway Age*, February 9, page 89, was a former executive vice-president of sales for the Spring Packing Corporation. After attending Yale University, Mr. Green began his business career in 1931 with the Continental Illinois National Bank & Trust Co. at Chicago. In 1934 he joined the Union Asbestos & Rubber Co., serving successively as service engineer, sales engineer, sales-

George L. Green

man and assistant vice-president. In 1944 he served as railroad sales manager for the Elastic Stop Nut Corporation. Later he became associated with the H. K. Porter Company as vice-president, remaining there until early in 1947, when he was appointed district manager in charge of western regional sales for the American Locomotive Company. In April 1948, he joined Pullman-Standard as manager of miscellaneous sales, a position he held until January 1949, when he became associated with Spring Packing.

OBITUARY

Fred J. Spenner, vice-president and assistant to president of the Scullen Steel Company, died in Flint, Mich., February 10.

G. H. Larson, office manager of the Rail Joint Company at Chicago, died on February 7. Mr. Larson had served the Rail Joint Company for 50 years, 30 of which were spent as office manager at Chicago.

FINANCIAL

Hudson & Manhattan. — *New Chairman.*—John W. Campbell has been elected chairman of the H&M board, to succeed Morris Cohon, who has resigned because of worsening health caused by a recent accidental injury. Mr. Cohon also resigned as a director and a member of the executive committee. Mr. Campbell will continue to serve as chairman of the executive committee.

New Securities

Application has been filed with the I.C.C. by:

CHICAGO & NORTH WESTERN.—To assume liability for $8,400,000 of equipment trust certificates, to finance in part 63 diesel-electric locomotives and 100 ore cars. Estimated cost of the equipment, listed below, is $11,202,220.

	Description and Builder	Estimated Unit Cost
11	2,250-hp. passenger locomotive "A" units (Electro-Motive Division, General Motors Corporation)	$251,190
9	1,500-hp. road-switchers (Electro-Motive)	183,963
1	1,500-hp. road-switcher (Electro-Motive)	172,637
5	1,500-hp. road-switchers (Electro-Motive)	176,338
11	1,500-hp. road-switchers (Electro-Motive)	158,216
9	1,500-hp. road-switchers (Electro-Motive)	154,270
4	1,500-hp. road-switchers (Electro-Motive)	179,937
1	1,500-hp. road-switcher (Electro-Motive)	202,372
5	600-hp. switching locomotives (Electro-Motive)	80,985
1	600-hp. switching locomotive (Electro-Motive	91,481
6	600-hp. switching locomotives (Electro-Motive)	82,958
100	70-ton steel ore cars (Bethlehem Steel Company)	6,391

The certificates, to be dated April 1, would mature in 15 annual installments of $560,000 each, beginning April 1, 1954. They would be sold by competitive bidding, with the interest rate to be set by such bids.

NEW YORK CENTRAL.—To assume liability for $9,375,000 of equipment trust certificates, to finance in part 2,500 hopper cars and one self-propelled passenger coach. Estimated total cost of this equipment is $12,673,700.

	Description and Builder	Estimated Unit Cost
2,500	55-ton steel hopper cars (Despatch Shops)	$ 5,008
1	RDC-1 self-propelled passenger coach (Budd Company)	153,700

The certificates, dated March 15, would mature in 15 annual installments of $625,000 each, beginning March 15, 1954. They would be sold by competitive bidding, with the interest rate to be set by such bids.

Dividends Declared

CHICAGO & NORTH WESTERN.—preferred, $3.25, payable March 6 to holders of record February 24.

CHICAGO, MILWAUKEE, ST. PAUL & PACIFIC.—series A preferred, $5, payable March 19 to holders of record February 27.

CHICAGO, ROCK ISLAND & PACIFIC.—$1, quarterly, payable March 31 to holders of record March 11.

COPPER RANGE.—20¢, quarterly, payable March 16 to holders of record February 20.

DELAWARE & BOUND BROOK.—50¢, quarterly, payable February 20 to holders of record February 13.

FORT WAYNE & JACKSON.—5½% preferred, $2.75, semiannual, payable March 2 to holders of record February 20.

KANSAS CITY SOUTHERN.—4% preferred, $1, quarterly, payable April 15, July 15, October 15 and January 15, 1954, to holders of record March 31, June 30, September 30 and December 31.

MISSOURI-KANSAS-TEXAS.—7% preferred A, $1.25, accumulated, payable April 1 to holders of record March 16.

NORFOLK & WESTERN.—75¢, quarterly, payable March 10 to holders of record February 5

NORTH PENNSYLVANIA.—$1, quarterly, payable February 25 to holders of record February 18.

PITTSBURGH & WEST VIRGINIA.—50¢, quarterly, payable March 16 to holders of record February 20.

PITTSBURGH, YOUNGSTOWN & ASHTABULA.—7% preferred, $1.75, quarterly, payable March 2 to holders of record February 20.

ST. LOUIS-SAN FRANCISCO.—common (increased), 62½¢, payable March 16 to holders of record March 2; 5% convertible preferred, A, $1.25, quarterly, payable March 16, June 15, September 15 and December 15, to holders of record March 2, June 1, September 1 and December 1.

VIRGINIAN.—62½¢, quarterly, payable March 13 to holders of record February 27.

Security Price Averages

	Feb. 17	Prev. Week	Last Year
Average price of 20 representative railway stocks	66.97	66.99	55.22
Average price of 20 representative railway bonds	94.56	94.88	91.93

RAILWAY OFFICERS

EXECUTIVE

Glenn H. Carlson, general tax agent of the Minneapolis & St. Louis, whose appointment as vice-president and comptroller was announced by *Railway Age* January 12.

FINANCIAL, LEGAL & ACCOUNTING

C. H. Bender, whose retirement as treasurer of the Soo LINE was announced in *Railway Age* January 5, page 53, joined the railroad October 9, 1907, as a clerk and timekeeper. In subsequent years he worked as clerk

C. H. Bender

to a track gang and cashier in the paymaster's department, becoming assistant paymaster in 1918. In 1921 he was advanced to the position of paymaster, and on September 12, 1922, was elected treasurer—the position he held at the time of his retirement.

As *Railway Age* reported January 12, **M. I. LaBelle,** assistant comptroller of the Soo LINE and the DULUTH, SOUTH SHORE & ATLANTIC, has been appointed comptroller at Minneapolis, succeeding **J. B. Donnelly,** who has retired after more than 50 years of railroad service. **R. M. Olson,** assistant to comptroller, has been named auditor of disbursements succeeding **A. T. Haugen,** who has been appointed assistant comptroller.

Mr. LaBelle began his railroad work in 1920 with the Minneapolis & St. Louis, where he worked in clerical positions in the office of auditor of disbursements. He entered the service of the Soo Line as a traveling special accountant in 1928. In 1932 he was appointed chief clerk. In 1943 he was promoted to assistant auditor disbursements and during November of

M. I. LaBelle

the same year was named auditor of disbursements. In 1947 he was appointed assistant comptroller.

Mr. Donnelly was born in Scotland. After working as a messenger with the Chicago, Rock Island & Gulf (now CRI&P), and in clerical capacities with the Kansas City, Mexico & Orient (now Santa Fe), Mr. Donnelly joined the Soo Line in 1920 as chief clerk to auditor of capital expenditures. In June 1922 he was promoted to auditor and in June 1936 was named auditor of disbursements. He received his appointment to comptroller in 1943.

Mr. Olson began service for the Soo in 1923 as a stenographer in the office of auditor of capital expenditures. In 1936 he was appointed traveling joint facility accountant, and in 1943 was promoted to chief clerk in the capital expenditures section of the disbursements department. Mr. Olson was appointed assistant auditor disbursements in 1947, and in 1949 was named assistant to comptroller.

OPERATING

Mrs. Doris C. Rosen, chief clerk to general manager of the BANGOR & AROOSTOOK at Bangor, Me., has been named superintendent of dining cars; she is believed to be the only woman in the United States to hold such a position. Mrs. Rosen is a native of Sebec, Me., and has spent most of her career with the B&A, joining it as secretary to Superintendent Frank H. Daggett, and being appointed chief clerk to general manager in 1949. She has been a member of the Bangor City Council for the past three years; and is currently chairman of the Legislative Steering Committee of the Maine Federation of Business & Professional Women, and legislative chairman of the Bangor Business & Professional Women's Club. She is a past president of both the state and local organizations. In 1950 Mrs. Rosen served as a member of the Governor's Tax Revision Committee.

As reported in *Railway Age* January 12, page 254, the RAILWAY EXPRESS AGENCY has appointed **E. M. Benson, M. S. Cogan** and **J. A. Papa** as general managers of the Gulf, Mississippi Valley and Midwest-Texas departments, with headquarters at Atlanta, St. Louis and Houston, respectively. **G. Y. Reed,** general manager of the Texas department at Houston, has retired.

Mr. Benson started in the express business in 1918 as a driver at Kennebunkport, Me., his home town. After holding various positions, including

E. M. Benson

that of agent, he was appointed a division supervisor and then chief clerk to general manager of the Northeastern department at Boston. He was later appointed superintendent of the Eastern New York division at Albany and last year became assistant to vice-president of Eastern departments at New York.

Mr. Cogan started his express career at Philadelphia in 1917. He was superintendent of the Boston division, safety director of Eastern departments, and supervisor of vehicles at Philadelphia, among other positions, prior to being named assistant general manager at New York in 1950.

Mr. Papa entered express service in 1924 and, following service in supervisory capacities at Detroit, Canton and Chicago, was named superintendent at Los Angeles in charge of the Southern California, Arizona & New Mexico division.

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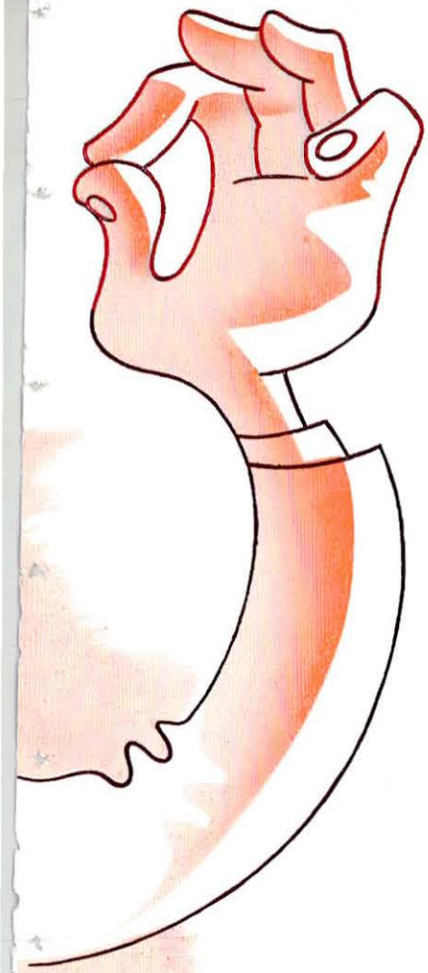
JAEVICH
CAR BUILDERS T



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. . . which means more solidly built cars of fully interchangeable sub-assemblies and standard parts!

YOU GET MORE VALUE PER DOLLAR

. . . and can order in lots of 10 or 100 cars at any time for scheduled delivery!

YOUR SHOPS AVOID OVER-EXPANSION

. . . no need to duplicate the cost of a.c.f.'s ready-and-waiting facilities in shops, tooling, and personnel!

AMERICA'S RAILROADS a.c.f.

(*Continued from page 63*)

Mr. Reed entered express service with Wells, Fargo & Co., an REA predecessor, in 1903. He held a number of supervisory positions in western and southwestern states prior to 1918, when he was appointed superintendent at Fort Worth. Subsequently he served as superintendent at Houston, and in 1945 was appointed assistant to vice-president at San Francisco. He became general manager at Houston in 1948.

M. S. Cogan

J. A. Papa

G. Y. Reed

TRAFFIC

As *Railway Age* announced January 12, **W. H. Herrin,** assistant to freight traffic manager of the Southern Pacific at Chicago, has been promoted to general freight agent—rates, at Chicago.

Mr. Herrin first joined the Nashville, Chattanooga & St. Louis as a clerk in 1918. In 1923 he became associated with the SP as a clerk at Atlanta, Ga. During his subsequent career he served as city freight and passenger agent, city freight agent at Chicago, traveling freight agent, and assistant chief clerk. In 1939 he was promoted to general agent at Washington, D.C. From 1941 to 1945 he served with the armed forces, resuming his position with the SP on receipt of his discharge. In 1947 he was appointed assistant to freight traffic manager.

As *Railway Age* reported January 12, **J. C. Kirk,** freight traffic manager of the Nashville, Chattanooga & St. Louis, has retired. Succeeding Mr. Kirk is **F. A. Burke,** general freight agent. **J. H. Sutton,** assistant general freight agent, sales and service, has been appointed general freight agent, rates and divisions. **H. L. Hanes,** assistant to freight traffic manager, also has retired, along with **J. F. Gaffney, Jr.,** general passenger agent. **Donald R. Hackney** has been promoted to succeed Mr. Gaffney as general passenger agent.

Mr. Kirk entered railway service in 1896 with the NC&StL. In 1900 he became rate clerk in the general freight office at Nashville. Two years later he was named chief clerk. In 1919 he became assistant general freight agent, and in 1937 general freight agent. During 1939 he was promoted to the position from which he has now retired.

J. C. Kirk

Mr. Burke joined the NC&StL as a messenger in the auditor's office in 1903, and a year later was appointed clerk in the general freight office. From 1922 to 1936 he served as commerce agent. In 1936 he was named assistant general freight agent, and his promotion to general freight agent took place in 1939.

Mr. Sutton began his railway career with the Louisville & Nashville operating department in 1920, but later that year he joined the NC&StL as a clerk in its general freight office. In May 1929 he became freight traffic agent at St. Louis; was named chief clerk in 1946, and promoted to assistant general freight agent in 1948.

F. A. Burke

Mr. Hanes was first employed as messenger for the NC&StL, a year later became a clerk, and in 1912 was appointed assistant general freight agent, from which position he resigned in 1919 to enter private business. In 1931 he rejoined the NC&StL as freight traffic agent at Kansas City. Beginning in 1936 he served for 10 years as commerce agent at Nashville, receiving his promotion to assistant to freight traffic manager in 1946.

Mr. Gaffney joined the NC&StL in 1902 as file clerk at Nashville. He subsequently served as assistant city ticket agent, city ticket agent and assistant general passenger agent. In 1930 he was promoted to general passenger agent.

Mr. Hackney entered railroad service in 1911 as a baggage clerk for the NC&StL. In 1942 he became chief clerk to general passenger agent, and in 1947 was promoted to assistant general passenger agent.

Hunter Gordon Walker has been appointed assistant freight traffic manager of the Seaboard Air Line at Norfolk, Va. (*Railway Age*, January 19). Mr. Walker was born at Portsmouth, Va., December 11, 1902, and joined the SAL September 1, 1918, as assistant file clerk in office of chief engineer at Norfolk, subsequently serving as junior draftsman and assistant file clerk in that office. He then transferred to the office of freight traffic manager, where he was file clerk, clerk, statistician, assistant chief clerk, and chief clerk, successively. On Sep-

(*Continued on page 69*)

LITERATURE and PAMPHLETS Offered by *Railway Age* Advertisers

Following is a compilation of literature, pamphlets and data sheets offered free-of-charge by advertisers in the four February issues, and by recent manufacturers' news releases. To receive the additional data desired, merely circle the item number(s) on the card below.

1019. Reflective Sheeting
Minnesota Mining & Mfg. Co. Complete information offered in "Reflective Sheeting" booklet on Scotchlite Reflective Sheeting for signs and signals.

1020. Water Coolers
E. W. Mink & Associates, Inc. Catalog No. R52 illustrates and gives complete details on the Mink line, including: water coolers, caboose heaters, luggage racks, metal lavatories, water tanks, dry hoppers, medicine cabinets, and heating stoves.

1021. Railroad Radio
Westinghouse Electric Corporation. Further information available on the Westinghouse FE Railroad Radio.

1022. Creosote Oil
United States Steel Corporation. Complete information offered on pressure-treating wood with U S S Creosote Oil.

1023. Fork Trucks
Clark Equipment Company. Information available on the Powrworker line, including the stacker, pallet truck, platform truck, and tug tractor.

1024. Reproduction Cloths
Eastman Kodak Company. Illustrated booklet "Modern Drawing and Document Reproduction" gives detailed, illustrated facts on the improved Kodagraph Reproduction Cloths.

1025. Rolling Steel Doors
The R. C. Mahon Company. Complete information including specifications offered in Catalog G-53 on Mahon Rolling Steel Doors.

1026. Weed and Brush Control
National Aluminate Corporation. Complete details offered on Nalco spray cars and weed or brush control chemicals.

1027. Switch Stands
Ramapo Ajax Division American Brake Shoe Co. Descriptive literature offered on the complete line of switch stands.

1028. Refrigerator Car Insulation
American Hair & Felt Company. Complete data offered on Streamlite Hairinsul all-hair refrigerator car insulation.

1029. Solid Journal Bearings
Magnus Metal Corp. subs National Lead Co. 20-page factual booklet "The Facts About AAR Solid Journal Bearings" give a complete picture of freight car journal bearings.

1030. Journal Box Lids
Railway Steel-Spring Div. American Locomotive Co. Complete information offered on Alcolid journal box lids.

1031. Rust Preventative
Rust-Oleum Corporation. Catalog "Rust-Oleum Railroad Applications" gives details on numerous uses of this rust preventative.

1032. Heavy Duty Machine Tools
Consolidated Machine Tool Corporation. Full details offered on any of the complete line of Consolidated heavy duty machine tools, including: borers, lathes, mills, grinders, crank planers, etc. *Please specify.*

1033. Weed Control Chemicals
General Chemical Division Allied Chemical & Dye Corporation. Complete information offered on General Chemical's Rite-o-way TCA-Chlorate and other weed control chemicals.

1034. Pressure Treated Wood
American Creosoting Company. Full explanation on the improved Lowry process of Creosoting under Pressure offered.

1035. Chilled Car Wheels
Association of Manufacturers of Chilled Car Wheels. 64-pages of factual data in new booklet "The Chilled Car Wheel" on Chilled car wheel characteristics, properties, manufacturing operations, inspection practices, as well as the main AAR chilled car wheel specifications, and other rules and practices from the AAR Wheel and Axle Manual, Section XX.

1036. Batteries
Edison Storage Battery Div. Thomas A. Edison, Inc. More complete information on the use and performance of Edison batteries in Bulletin SB 3802.

1037. Air Dump Cars
Magor Car Corporation. Complete information offered on the Magor Air Dump Cars.

1038. Packings & Gaskets
Johns-Manville. 6-page Johns-Manville packings guide shows diagramatically 32 J-M packings, allowing packing selection according to requirements.

1039. Vibrator-Converter
Cornell-Dubilier Electric Corp. Technical bulletin available gives specific data on the C-D Vibrator Converter.

(Continued first column reverse side)

Additional Product Information

This is a complete list of products mentioned in the ads in this issue. For more data on any product(s) shown, circle the page number(s) on the cards below, fill in and mail. *Note:* If the advertiser mentions more than one product, or if more than one ad appears on the page, *write in* the name of the product interested in.

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Company .....

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LITERATURE & PAMPHLETS

1040. Diesel Locomotive Wiring
The Okonite Company. Bulletin RA-2078A gives complete detailed information and dimensional data on Okonite-Okoprene Diesel Locomotive Wiring.

1041. Industrial Batteries
Gould-National Batteries Inc. Full information on the Gould Plus-Performance Plan in booklet available to users of any type battery.

1042. Air Dump Cars
Differential Steel Car Co. Full story available on Differential Air Dump Cars.

1043. Diesel Electric Locomotive-Cranes
Industrial Brownhoist Corp. Complete information offered on Brownhoist Diesel Electric Locomotive-Cranes, available in capacities from 25 to 80 tons.

1044. Alloy Steels
Republic Steel Corporation. Booklet "Republic Alloy Steels, and How to Get the Most Out of Them" gives factual case histories.

1045. Resilient Side Bearings
The Symington-Gould Corporation. Bulletin #S-415 gives complete data on Symington (constant contact) resilient side bearings for passenger and freight service.

1046. Eye Protection
American Optical Company. Booklet "Improved Industrial Vision" tells how American Optical's Industrial Vision, Eye Protection Program Works.

1047. Steam Generator
Cyclotherm Div. United States Radiator Corp. Descriptive folder "All Your Questions Are Answered by Cyclotherm" gives data on Cylcotherm Steam Generators.

1048. Snubbers
American Steel Foundries. Bulletin offered describing ASF Simplex Unit Type Snubbers, giving details on construction, operation and snubber-coil arrangements.

1049. Glass Fiber Insulating Wool
Glass Fibers, Inc. Complete information on Microlite glass fiber insulation wool, made by an electronic-extrusion process.

1050. Low-Alloy, High-Strength Steel
Bethlehem Steel Company. Catalog #259 gives information and reference data on Mayari R low-alloy, high-strength steel.

1051. Automobile Rental Service
Hertz Driv-Ur-Self System, Inc. Complete details on the Hertz Rail-Auto Travel Plan providing rail travelers with new cars at train destinations.

1052. Tie Tamper
Railway Maintenance Corporation. Complete details offered on R-M-C's McWilliams tie tamper with split-head design.

1053. Steel Buildings
Armco Drainage & Metal Products. Detailed information available on Armco Steel Buildings, for permanent or temporary sites.

1054. Corrosion Resisting Paint
The Sherwin-Williams Co. 8 page brochure B-759 gives complete descriptive data on Carclad, a corrosion resisting finish for covered hopper cars, tank cars, etc.

1055. Automatic Crossing Signals
Western Railroad Supply Company. Brochure RA253 "Grade Crossing Is Your Business" illustrates applications of grade crossing safety products.

1056. Braided Wire Rope Sling
Union Wire Rope Corporation. Tuffy Sling Handbook and Rigger's Manual, gives complete braided sling information, graphically illustrated.

1057. Electric Typewriter
Remington Rand Inc. Complete information on the Electri-conomy electric typewriter in the booklet "Take a Letter" (RE8499).

1058. Materials Handling Equipment
Yale & Towne Manufacturing Co. Booklet available "The Picture Story of Yale Materials Handling Equipment.

1059. Exterior Fir Plywood
Douglas Fir Plywood Association. Complete information on variety of plywood and various uses in "1953 Basic Plywood Catalog".

MANUFACTURERS' ANNOUNCEMENTS

The following is a compilation of data offered by manufacturers through special editorial and news releases, and not contained in advertisements in February issues of *Railway Age*.

1060. Storage Batteries
Edison Storage Battery Div. Thomas A. Edison, Inc. 24-page manufacturer's booklet presents characteristics, electrical data, dimensions, weights, methods of assembly and application data for the Edison Nickel-Iron-Alkaline Storage Battery.

1061. Electrical Insulating Tapes and Accessories
Minnesota Mining & Mfg. Co. 12-page bulletin describes and illustrates the *"Scotch"* brand of electrical tapes and related electrical products for construction and maintenance including electrical spring connectors, putty type inulating compound and electrical coatings.

1062. Welded Tank Cars
American Car & Foundry Company. 24-page profusely illustrated Bulletin 53-TC "Welded Tank Cars" lists advantages of all-welded standardized design tank cars, presents specifications an exact diagram of details, and page after page of pictures with individual descriptive data on ACF tank cars.

1063. Casting
American Car & Foundry Company. 40-page pictorially presented story of gray iron casting "Artistry in Metal" gives in seven sections the history of casting, an outline of casting procedures, a pictorial foundry tour, and a presentation of the various ACF castings.

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tember 1, 1943, Mr. Walker was appointed assistant to freight traffic manager, which position he held until his recent promotion.

Arthur J. Crookshank has been promoted to assistant general freight traffic manager of the NEW YORK CENTRAL at New York, as reported in *Railway Age* January 12, page 256. Mr. Crookshank was born at New Brighton, Pa., in 1902 and joined the Central in 1923 as a clerk in the freight traffic department at Cleveland. After serving as city freight agent at Cleveland, traveling freight agent at Toledo and

Arthur J. Crookshank

city freight agent at New York, Mr. Crookshank became division freight agent at Columbus in 1942, industrial agent at Cleveland in 1944, and assistant general freight agent there in 1946. In May 1951 he was appointed assistant to general freight traffic manager at New York and on April 1, 1952, was named assistant to assistant vice-president of freight traffic.

ENGINEERING

Robert F. Bush, inspector maintenance of way of the DELAWARE, LACKAWANNA & WESTERN, has been appointed engineer maintenance of way, and **B. L. Beier,** division engineer, has been appointed engineer maintenance of structures, both with headquarters as before at Scranton, Pa. Messrs. Bush and Beier have assumed duties formerly performed by **J. P. Hiltz, Jr.,** engineer maintenance of way, whose appointment as chief engineer maintenance of way of the NEW YORK CENTRAL was reported in *Railway Age* February 9. **J. H. Schoonover,** assistant engineer of the DL&W, has been appointed division engineer, with headquarters as before at Scranton, succeeding Mr. Beier. **James A. Pollard,** roadmaster, has been appointed assistant to engineer maintenance of way, with headquarters as before at Hoboken, N. J.

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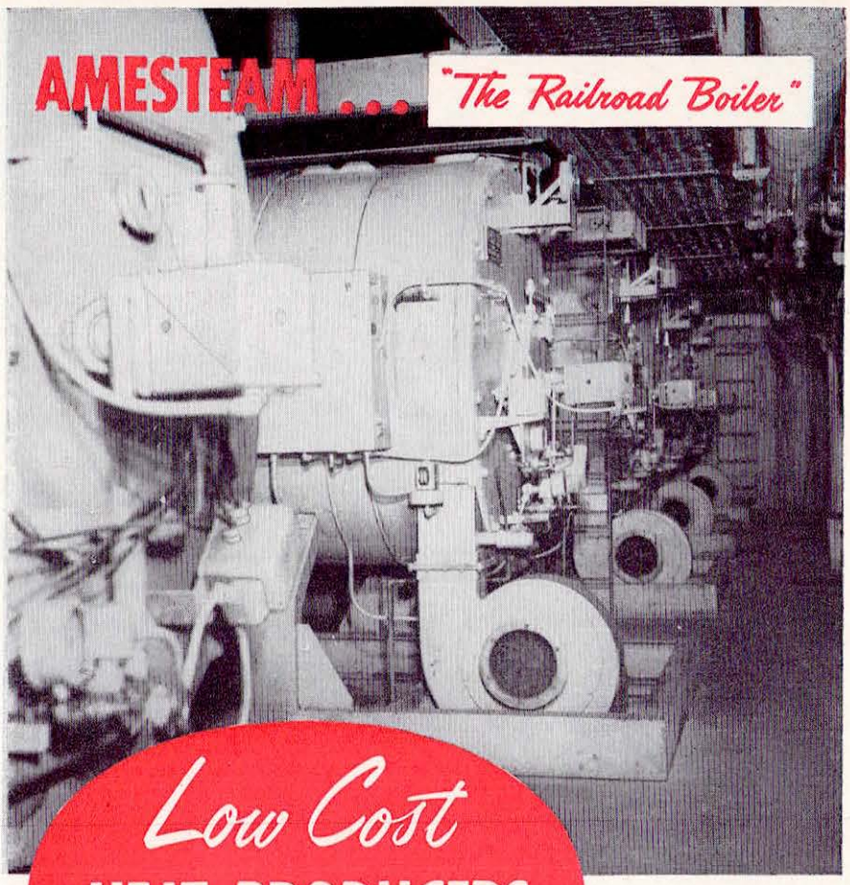

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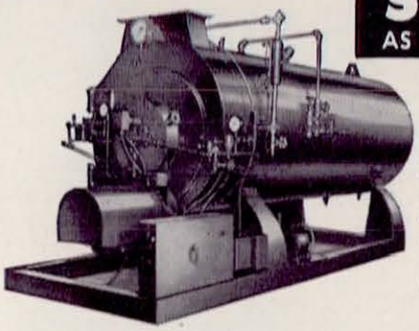

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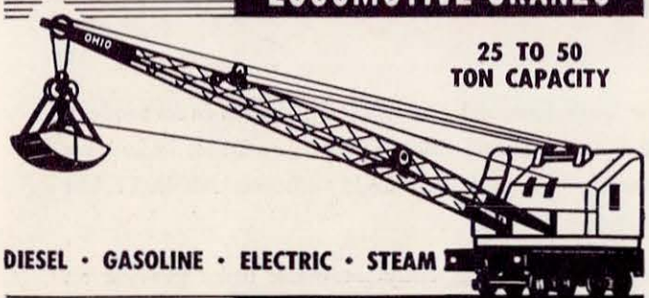

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(*Continued from page 69*)

As reported in *Railway Age* January 19, page 57, **John M. Nicholson** has been appointed chief engineer of the LONG ISLAND at Jamaica, N.Y. Mr. Nicholson was born at New York September 26, 1881, and was graduated from St. Francis Xavier College (A.B., 1900) and Columbia University (C.E., 1903). Mr. Nicholson joined the LI in

John M. Nicholson

October 1903 as draftsman, advancing to assistant engineer in June 1905. He was appointed assistant engineer of the Pennsylvania in October 1928, and assistant to chief engineer of the PRR's New York Zone in November 1939. In 1949 he was named assistant chief engineer of the LI, in which capacity he served until his recent promotion.

Robert P. Puddester has been appointed engineer maintenance of way of the Atlantic region of the CANADIAN NATIONAL, and **Robert M. Wickwire** has become building engineer of that region, both at Moncton, N.B. (*Railway Age* January 19). Mr. Puddester was born at St. John's, Nfld., and attended Methodist College there. He entered the service of the Newfound-

Robert P. Puddester

land Railway as a clerk in the engineering department at St. John's in January 1924, and was appointed draftsman in July 1931, assistant engineer in July 1934, acting chief engineer in January 1947, and chief engineer in 1948. With incorporation of the Newfoundland in the CNR in 1949, Mr. Puddester was appointed district

Robert M. Wickwire

engineer. In August 1952 he was appointed principal assistant engineer at Moncton, which position he held until his recent appointment.

Mr. Wickwire was born at Yarmouth, N.S., and was graduated from Nova Scotia Technical College (B.E., 1947). He joined the CNR in May 1947 as an instrumentman at Campbellton, N.B., transferring to Moncton a year later; and was appointed structural designer in June 1949, which position he held until his recent appointment.

Frederick W. Hutchinson, assistant engineer maintenance of way of the CENTRAL VERMONT, has been appointed chief engineer, with headquarters as before at St. Albans, Vt., succeeding **James C. Boyle,** whose re-

Frederick W. Hutchinson

tirement on January 31 was announced in *Railway Age* January 26, page 64. **Richard S. Sabins** has been appointed assistant engineer maintenance of way and **Dwight G. Briggs** has been named office engineer. Mr. Hutchinson was born at Enosburg Falls, Vt., and graduated from Norwich University (B.S. in C.E., 1932). He entered railroad service with the CV on January 1, 1936, after three years' service with the Vermont State Highway Department. He was promoted from transitman to assistant engineer on June 1, 1939, and on March 8, 1941, went into the Army as first lieutenant. After being discharged as a lieutenant colonel, he returned to the CV as office engineer on October 16, 1945, and became assistant engineer, maintenance of way, on May 16, 1949.

Mr. Boyle was born at Newton, Mo., 66 years ago and joined the CV February 11, 1916, as office engineer. In 1924 he was promoted to assistant engineer of track and on March 1, 1927, to engineer of track. He became assistant engineer August 1, 1937; assistant chief engineer May 16, 1949, and chief engineer July 20, 1951.

MECHANICAL

R. L. Lynn, assistant shop superintendent, locomotive department, of the SEABOARD AIR LINE, at Jacksonville, Fla., has been appointed master mechanic of the Alabama division at Americus, Ga., succeeding **R. L. Harper,** who has been transferred to the Carolina division at Savannah, Ga., to replace **H. E. Aenchbacher,** transferred. The title of **L. B. Alexander,** shop superintendent, locomotive department at Jacksonville, has been changed to shop superintendent, with jurisdiction over all mechanical department operations at the Jacksonville shops. The position of shop superintendent, car department, at Jacksonville has been abolished.

J. R. Van Nortwick, terminal master mechanic of the CHICAGO, BURLINGTON & QUINCY at Chicago, has been named master mechanic at Galesburg, Ill. **H. A. Rollwagon** has been appointed master mechanic at Chicago, in charge of passenger service between Chicago and Aurora.

J. K. Peters, mechanical engineer of the DENVER & RIO GRANDE WESTERN, has been appointed assistant to chief mechanical officer. Succeeding Mr. Peters is **Robert L. Jacobsen,** former special apprentice at Burnham shops. **Paul D. Starr,** master mechanic at Grand Junction, has been named superintendent of diesel equipment. **Frank A. Robinson** has been appointed assistant electrical engineer.

As *Railway Age* reported January 5, **Charles E. Melker,** superintendent motive power, Western lines, of the CHICAGO, BURLINGTON & QUINCY, has been appointed general superintendent motive power of the CB&Q and the **Colorado & Southern** at Chicago.

Mr. Melker began his railway career in 1907, as a machinist apprentice with

the CB&Q, at Lincoln, Neb. His subsequent career has included the following positions: 1912, machinist; 1916, night roundhouse foreman and then foreman at Ravenna, Neb.; 1918, foreman at Hastings, Neb.; 1918, roundhouse foreman and, later the same year, general foreman at Greybull, Wyo.; 1920, master mechanic

Charles E. Melker

at Casper, Wyo.; 1930, master mechanic at Hannibal, Mo.; and 1936, superintendent motive power.

Herbert W. Faus, engineer, locomotive equipment, of the NEW YORK CENTRAL SYSTEM at New York, has retired, after more than 37 years of service. **W. S. H. Hamilton,** engineer, electrical equipment, has, in addition, assumed Mr. Faus' duties. Mr. Faus was born at Muncy Valley, Pa., July 28, 1886, attended Syracuse University (C.E., 1910), and entered railroad service in 1910 as rodman for the Canadian Northern (now Canadian National). He joined the NYC in 1915

W. S. H. Hamilton

as an engineer specializing in air brakes. During and after World War I he was an administrative official with the government's Shipping Board Emergency Fleet Corporation. After his return to the NYC in 1923, Mr. Faus served successively as special engineer and materials and testing equipment engineer. Since 1937 he has been engineer, locomotive equipment, in charge of design and construction of steam locomotives, at New York. Mr. Faus' development, the Twinplex Hot Box Alarm, and its variations, are widely used both in the United States and in foreign countries.

Mr. Hamilton was born at New Haven, Conn., December 31, 1890, and attended Sheffield Scientific School of Yale University (Ph.B., 1910). He began his career in 1911 in the testing department of the General Electric Company, subsequently serving as designing engineer, field engineer, commercial engineer, and electrification specialist. He was appointed assistant electrical engineer of the NYC in 1931, equipment electrical engineer in 1934 and engineer, electrical equipment, of the system in 1949.

PURCHASES & STORES

As reported in *Railway Age* January 12, page 264, **Wellington A. Bamford** has been appointed purchasing agent and general storekeeper of the BANGOR & AROOSTOOK at Derby, Me. Mr. Bamford was born in Houlton, Me., and attended Bowdoin College. He joined the B&A in 1919 as storekeeper at Houlton, later becoming division storekeeper. Mr. Bamford was

Wellington A. Bamford

appointed acting general storekeeper at Derby in 1941 and general storekeeper in 1942. In 1944, when Edwin W. Peterson, then general storekeeper, returned from the Army, Mr. Bamford returned to Houlton as division storekeeper. Mr. Bamford was reappointed general storekeeper in 1946 and in November 1952 he became acting purchasing agent, relieving Mr. Peterson.

D. A. Mount has been appointed inspector of stores of the SOUTHERN PACIFIC at San Francisco, succeeding **C. M. Sullivan,** transferred.

R. G. Hotchkiss, general storekeeper for the CHICAGO SOUTH SHORE & SOUTH BEND, has been appointed purchasing agent, succeeding **H. F. Kirk,** who has retired. Mr. Hotchkiss graduated from the University of Illinois in 1925 with a degree in electrical engineering. After a short time in the engineering department of the Chicago Rapid Transit Company, he joined the South Shore as student engineer in the engineer-accountant's of-

R. G. Hotchkiss

fice. In 1927 he was appointed car accountant, which position he held until he entered active service with the U. S. Naval Reserve in 1941. With his discharge in 1946 he returned to the CSS&SB as engineer of equipment. In 1952 he was appointed general storekeeper.

L. G. Kohler, who has been appointed general storekeeper of the BALTIMORE & OHIO at Baltimore (*Railway Age*, January 26), was born July 5, 1893, at Philadelphia, and entered railroad service there April 11, 1910, as laborer in the stores department of

L. G. Kohler

the B&O. He subsequently served as clerk, chief clerk, and storekeeper at Philadelphia, and division storekeeper at Cumberland, Md. Mr. Kohler was appointed regional storekeeper of the Central region December 1, 1944, and became storekeeper, Mount Clare, Baltimore, May 16, 1946.

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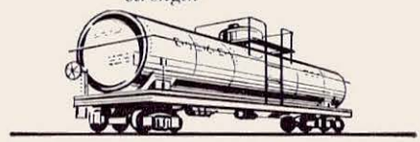

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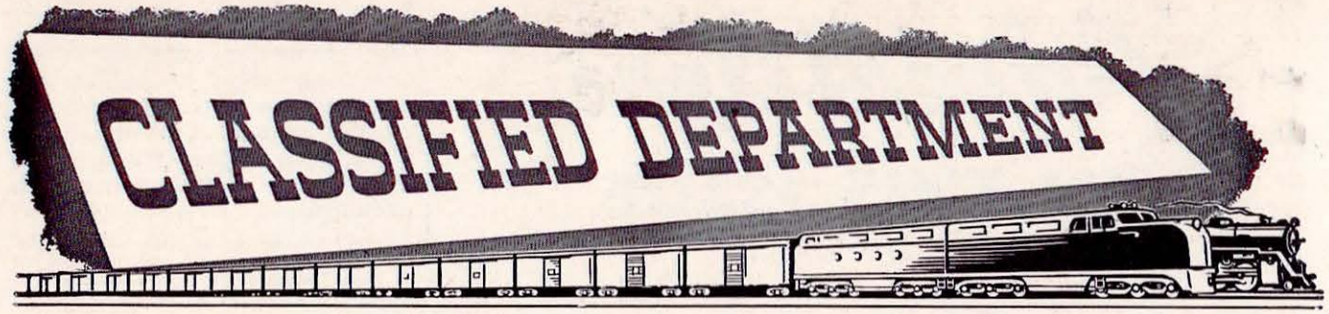

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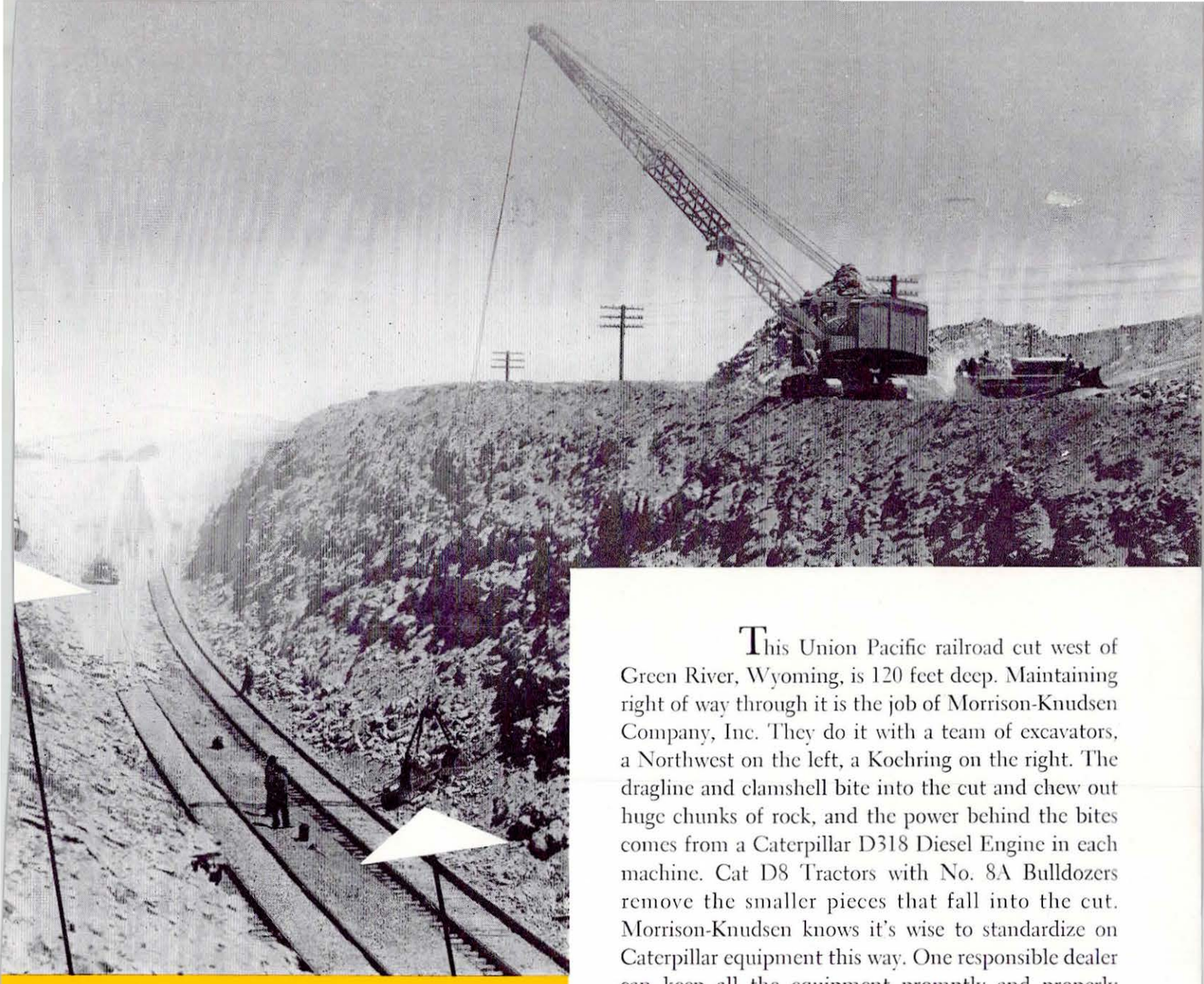

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This Union Pacific railroad cut west of Green River, Wyoming, is 120 feet deep. Maintaining right of way through it is the job of Morrison-Knudsen Company, Inc. They do it with a team of excavators, a Northwest on the left, a Koehring on the right. The dragline and clamshell bite into the cut and chew out huge chunks of rock, and the power behind the bites comes from a Caterpillar D318 Diesel Engine in each machine. Cat D8 Tractors with No. 8A Bulldozers remove the smaller pieces that fall into the cut. Morrison-Knudsen knows it's wise to standardize on Caterpillar equipment this way. One responsible dealer can keep all the equipment promptly and properly serviced, performing the way it should.

Built in the world's most modern Diesel engine factory, all Cat Diesels are designed to give top performance on low-cost No. 2 furnace oil without fouling. That means real operating economy.

Leading equipment manufacturers can furnish reliable Caterpillar power in the machines they build. It will pay you to specify it when you buy. Your Caterpillar Dealer will be glad to demonstrate why.

He's the man to see for service, too, and for those genuine Caterpillar parts which guarantee you the same Caterpillar quality that's built into every one of these Diesel engines.

CATERPILLAR, PEORIA, ILLINOIS

CATERPILLAR

REG. U. S. PAT. OFF.

DIESEL ENGINES
TRACTORS • MOTOR GRADERS
EARTHMOVING EQUIPMENT

Railroads get new operating savings from grease-lubricated TIMKEN® bearings!

Operating tests prove TIMKEN bearings go full wheel-turning period without attention!

EXTENSIVE operating tests on passenger cars in regular service have proved that grease-lubricated Timken® roller bearings can safely go from wheel-turning to wheel-turning without attention! One railroad actually ran grease-lubricated Timken bearings more than 200,000 miles without adding lubricant!

NEW OPERATING SAVINGS FOR RAILROADS

Now railroads can increase operating savings by switching from oil to grease lubrication of Timken bearings on passenger cars and diesels. Besides the big savings on lubricant, they can eliminate the man-hours previously needed for checking and addition of lubricant between wheel-turnings.

4 RAILROADS SWITCH TO GREASE

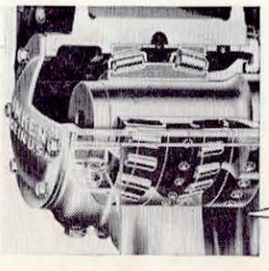
As a result of these tests, four leading railroads have already switched from oil to grease for their Timken bearing equipped passenger cars. And more than a dozen other railroads are now getting favorable results from their wheel-turning to wheel-turning tests of grease-lubricated Timken bearings.

CONVERSION NO PROBLEM

Timken bearings can be converted from oil to grease lubrication without modifying the bearings . . . without buying extra journal parts. And operating tests show that Timken bearings are the only railroad journal roller bearing using an AAR-approved grease which can consistently go a full wheel-turning period without adding lubricant.

Let us help you investigate the cost-saving advantages of grease lubrication of Timken bearings on your railroad. Write The Timken Roller Bearing Company, Canton 6, Ohio. Canadian plant: St. Thomas, Ontario. Cable address: "TIMROSCO".

TIMKEN
TRADE-MARK REG. U. S. PAT. OFF.
TAPERED ROLLER BEARINGS



GREASE ME AT ONE WHEEL-TURNING ...FORGET ME 'TIL THE NEXT!

NOT JUST A BALL ◯ NOT JUST A ROLLER ▭ THE TIMKEN TAPERED ROLLER ▭ BEARING TAKES RADIAL ◎ AND THRUST →◎← LOADS OR ANY COMBINATION ✳